

WANTED—

WANTED.
MURRAY READY,
Leading Employment and Labor Agent,
Second and Main Sts.
Phonics 4444
Also
34 San Francisco, Oakland, Sacramento,
San Jose, etc.

NORTH. FREE RANCH. NORTH.
NORTHERN NEVADA
Pierley and Wadsworth, No.
1000, Reno, Nev.,
for Utah Construction Co.,
FREE FAIRB.
NORTHVILL ADRIAN, CALIF.
FREE FAIRB.
between Sacramento and Little
Lake, 1000 acres, 1000 ft. high,
FREE FAIRB.
UTAH. FREE FAIRB.
Bath, Utah track, ranch,
Italian, Greek or Austrian land,
FREE FAIRB.

MECHANICAL DEPARTMENT.
Engineer, city, 1000 ft. high,
\$2.50; boat, best builder, \$4.00; passenger
car, 1000 ft. high, 1000 ft. high,
builder, the foot; sturgeon, hanger,
\$1.00; 1000 ft. high, 1000 ft. high,
man, logging camp, \$1 day; press in
oil; plantations, city, hench, hand,
\$1.00; 1000 ft. high, 1000 ft. high,
Diagn Co., \$2.50 day; 1 timer, coach
\$1.00; 1000 ft. high, 1000 ft. high,
body, ranch, \$1.00 day; carriage, 1000
ft. high, hand, 1000 ft. high,
\$1.00; 1000 ft. high, 1000 ft. high,
and country, \$1.00 and 1 day; rough
and 1000 ft. high, 1000 ft. high,
blacksmiths, city and country,
millinery.

HOTEL DEPARTMENT.
Cook, small restaurant, oil fields, 100
French cook, city, 1000 ft. high, 1000 ft. high,
city, 1000 ft. high, 1000 ft. high,
\$1.00; pot, washer, hotel, 100 ft.
holder, 1000 ft. high, 1000 ft. high,
oil, bakes shop, \$1.00; 1000 ft. high,
\$1.00; 1000 ft. high, 1000 ft. high,
etc.; candy, 1000 ft. high, etc.

RANCH DEPARTMENT.
Man and wife, ranch and cook,
1000 ft. high, 1000 ft. high,
chard, steamer, Frenchland, 100
on, 1000 ft. high, 1000 ft. high,
stems, haul boats, \$1.00 and hand;
crushed hands, 100, 100, 100; ranch
1000 ft. high, 1000 ft. high,
ditch helpers, 100 ft.; ranch
1000 ft. high, 1000 ft. high,
to 100 and board; separate tender,
board, ranch blacksmith, 100 ft.

LABORERS. LABORERS.
1000 ft. high, 1000 ft. high,
boreas, foundation, work, city, 100
1000 ft. high, 1000 ft. high,
hands, \$1.00, \$1.00 day; laborers, ditch
1000 ft. high, 1000 ft. high,
ditch, 1000 ft. high, 1000 ft. high,
ditch, 1000 ft. high, 1000 ft. high,
factory, 100 ft. 1000 ft. high,
1000 ft. high, 1000 ft. high,
1000 ft. high, 1000 ft. high,
Antenna laborers, mine, Antenna
1000 ft. high, 1000 ft. high,
etc., bridge, work, \$1.00.

GENERAL DEPARTMENT.
Gas maker, city, 1000 ft. high,
1000 ft. high, 1000 ft. high,
quarry, 100 ft. wood millinery, 1000
city, 1000 ft. high, 1000 ft. high,
city, 1000 ft. high, 1000 ft. high,
candy maker, city, restaurant,
1000 ft. high, 1000 ft. high,

South \$5.00 day; rip—over \$1.50 day.
 1000 lbs. 1000 lbs. 1000 lbs. 1000 lbs.
 quarry. 1000 lbs. 1000 lbs. 1000 lbs. 1000 lbs.
 and bed. 1000 lbs. 1000 lbs. 1000 lbs. 1000 lbs.

MURRAY & READY,
 and Main St.

WANTED—HUNTER, HUNTER, & CO.
 Established 1881.
 Large and well equipped.
 Pacific Coast.
 Phone, Main 98; Home 1000.

WANTED—MECHANICAL—
 Carpenter, joiner, painter, etc.
 city; 94; hand and machine finish.
 \$1.00; horsehair, company work.
 1000 lbs. 1000 lbs. 1000 lbs. 1000 lbs.
 auto mechanic \$15 and 60c hour.
 1000 lbs. 1000 lbs. 1000 lbs. 1000 lbs.
 \$1.00; mattress maker, country, \$1.00.
 blacksmith, \$1.00; retail mechanic.
 1000 lbs. 1000 lbs. 1000 lbs. 1000 lbs.
 or \$1.00; wood shingle man, \$1.00.

MICHELLEMAN,
 Horse clipper, shaver, barber, cleaner and presser, Ariz. 62; school teacher, 1000 lbs. 1000 lbs. 1000 lbs. 1000 lbs.
 \$1.00; laborer, winery, \$1.00 and 60c hour.

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—Salesmen for various departments
Apply before 9 a.m., Monday, May
TENDENT.

WANTED — BOY, HIGH SCHOOL
graduate, to sit for coming open
in INTERNAL REVENUE AND
TOL HOUSE, this district. Bag
and promotion; salary
want; some preliminary work
necessary; bring parent with you
— instruction A.B.N. See MR. ROY
Security Bldg.

WANTED—STOCK SALESMEN. Men
want a "live" territory growing with
securities company. One which is
the popular demand and proving a good
Our proposition means money for
better still, results for your clients
— instruction A.B.N. See MR. ROY

WANTED - FOR SAN DIEGO COUNTY
Hardware salesman, wholesale; lumber yard manager; experienced electrician; fisherman; automatic water heater man; civil engineers; draftsman; tradesmen; plumbers; carpenters; experienced hardware order clerk or bookkeeper. Write MEYER & SONS, 106 W. F. ST. STORY BLDG.

WANTED - MEN ACQUAINTED
Farming communities of Whittier, Pico Rivera, Norwalk, Buena Vista, etc., where. We want your help in interesting them in our new business opportunity; investment plan in 1918. A bicycle, automobile, home, etc. can be obtained by cash payments. Call Monday morning, 6:30-7:30 AM.
INSURANCE BLDG.

WANTED - JANITOR OFFICE BUILDING
60 months; painter, 60 months;

apartment house, 440 month; butler, 1
denon, 32 day; married man, dairy re
month. Call today, 10 to 13 a.m., ext
day. SWEDISH AND GERMAN B
1914 South Broadway.

WANTED—AN EXPERIENCED H
Kitchen steward and assistant
must give references. Address P
TIMES OFFICE

WANTED—A RIVER, LEARN ASSAULT
cynical, 18 to 215 to 230 a
HEDGEO, 100 No. Spring. See, inst

WANTED—BUT AFTER SCHOOL, 1
live. RYAN RHOP, 115 Henrie B
WANTED—FIRST CLASS COAT
54 LAUREN WOOD

SUNDAY MOR

TO LET—
HOPE
One block from
main road; apt
running water
TO LET—PUNISH
Large large
and modern
dining, large
L.S.
TO LET—MURRY
Nice big cheap, apt
near
Fourth and Broadway
TO LET—A LARG
large cheap and
only 500 ft. from
downtown, two
days new two
on WEST SEVENTH ST.
TO LET—TWO T
modern, close in,
dressed
KINGSTON
only 615.
rooms to private
Also fine
KITCHEN or
KIRKWOOD AVE.,
TO LET—ELEGANT
staircase room,
staircase, light
bathrooms, and
bathrooms.

TO LET—FURNISHED
Housekeeping room,
room, 50 modern
distance, 1700 S. FIG
ST.

TO LET—LARGE SUITE
one or two complete
bathrooms.
FENTLE, Phone 4649

TO LET—HANTING
room, single, with
view, sleeping por-
ch, to be seen.

TO LET—PLEASANT
living water, private
bath, to be seen.
SOUTH PLACE, 10
S. 10TH ST.

TO LET—NICE ROOM
suitwater; convenient
to shopping, bus
SHELDON AVE.

TO LET—TWO LARGE
rooms, with
one grain, walking dis-
tance, 1000 S. 10TH

TO LET—NICE RINKS
beautiful large sunny
or a handsome suite to
be seen, 1000 S. 10TH
distance, MAIN 128.

TO LET—AUTOMOBILE
suitwater, 1000 S. 10TH
etc. & high-class paper
to be seen.

Main 408, 2135.
 To LET—200, OFFICE 10
 rooms, 1000 sq. feeting, gas
 heat; electric power, central
 heating. Phone 222.
 REALTY BLDG.
 To LET—10 MONTHS 10
 sunny bedrooms, 2 baths, 2
 car. but both, electricity
 and gas.
 To LET—WANT-WORTH
 and Court; very large
 house, 10 bedrooms, 2
 view rooms; rent reasonable.
 To LET—FRETLEY, PU
 10 bedrooms, 2 baths, 2
 phone, private entrance.
 To LET—10 SOUTH OF
 To LET—ECONOMY
 10 bedrooms, 2 baths, 2
 view rooms; rent reasonable.
 To LET—MOTEL, INDIAN
 10 bedrooms, 2 baths, 2
 view rooms; rent reasonable.
 To LET—NIGHTLY PU
 10 bedrooms, 2 baths, 2
 view rooms; rent reasonable.
 To LET—MODERN
 10 bedrooms, 2 baths, 2
 view rooms; rent reasonable.
 To LET—MODERN
 10 bedrooms, 2 baths, 2
 view rooms; rent reasonable.
 Phone 222.

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Very pleasant and one hour
ride. Call for more information
to SEE ST.

TO LET—TWO BEAUTIFUL
rooms, with bath, for the
quies and flower.

TO LET—1 FURNISHED
room, first floor, with
entrance, one with
1915, 1916 W. 17TH ST. Phone
large room, bath, from
hot and cold water, \$10 per
month. Call for more
information.

TO LET—GOOD LARGE HO
use, family, to employed la
call for more information.

TO LET—NEAR HOWARD, 14
Most Central, Clean and
Call for more information.

TO LET—A NICE SUNNY
room, one block from
GEORGE ST. Call for more
information.

TO LET—A NICE SUNNY
for lady or gentleman house
Call for more information.

TO LET—A SUNNY FRONT
stain with or without bath
Call for more information.

TO LET—SINGLE OR DOUBLE
room with private family, no
Call for more information.

TO LET—ONE OR TWO LARG

MANY rooms, all modern, well
 furnished, reasonable.
 AMERSON.
 TO LET—FURNISHED UPPER R.
 with all conveniences, central
 location, with every convenience of a home.
 Phone 1000.
 TO LET—ROOM FOR ONE OR
 two men with private family, w.
 bath, central location. Phone 1000.
 TO LET—SOUTH ROOM, 1000.
 TO UNIVERSITY car with or with
 out driver.
 TO LET—FURNISHED GROVE
 with all conveniences, central
 location, with every convenience of a home.
 keeping privileges to lady, modern
 kitchen, central location. Phone 1000.
 TO LET—COTTAGE IN 17TH ST.
 neatly furnished, modern kitchen.
 17TH STREET.
 TO LET—FURNISHED
 front room, in private family.
 Westlake Park. PHONE 1000.
 TO LET—FURNISHED ROOM, in
 double, good location.
 848 BONNIE BEAR ST. Phone
 1000.
 TO LET—FURNISHED ROOM, in
 room, with toilet.
 1000.
 TO LET—CLOSET IN 17TH ST.
 completely furnished.
 1000.
 TO LET—COTTAGE ROOM FOR YOU
 or her. 1000.

distance; close in; **ST. PROKE**
LOT-13 NEARLY **FURNISHED** FRONT
 house, **2** bedrooms, **2** baths, **2** fire
 places; **1** car. **MOORE PRIME** 1934
LOT-2 **LET-TO GENTLEMEN** A NICE
 furnished house, **2** bedrooms, **2** baths,
 per month. **MRS. S. UNION**
LOT-4 **LET-AT** **MRS. E. OLIVE ST. FL.**
 furnished house, **2** bedrooms, **2** baths;
 close in; well furnished; **single**
LOT-5 **LET-AT** **W. H. HARRIS**
LOT-7 **LET-WELL** **FURNISHED** **HOUS-**
 ings, **2** bedrooms, **2** baths, **2** fire
 places; **1** car. **MOORE PRIME** 1934
LOT-8 **LET-AT** **W. H. HARRIS**
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TO LET—

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THINGS ON W

[illegible]

IV.]

THINGS ON WHEELS

THINGS ON WHEELS

Automobiles,

THINGS ON WHEELS

Automobiles.

THINGS ON WHEELS

FOR SALE—OR—Automobiles.

THINGS ON WHEELS

FOR SALE - **WHE** **Automobiles.**

THINGS ON WHEELS
All Sorts.

Automobiles.

ALL SORTS OF WHEELS—
All Sorts.
Automobiles.

[illegible][illegible]

AND WILL BRING MY WIFE
HERE. Come and get it. HAMIL-
TON

RED USED CAR:

Oldsmobile	.....	\$799
Chevrolet	.....	\$799
Chrysler	.....	\$899
DeSoto	.....	\$899
Ford	.....	\$899
General	.....	\$899
Oldsmobile	.....	\$899
Pontiac	.....	\$899
Studebaker	.....	\$899
Volvo	.....	\$899
Other	.....	\$899

743-5-8. Other car.

THINK WOULD THREE, ONE
A person can get a
STANCO CO. 125 S. MAIN ST.
ST. LOUIS, MO. 63102
RELATIVE WORKERS OF AMERICA
NATIONAL FIVE PACE
the members and under in
admission to the CO. in
and more. The Denver
of CAR in CALIFORNIA
member. Open to the world
a SUPPLY CO. 125 S. MAIN

[illegible][illegible]

ROADSTER.
 and Overy sta.
 DEL. NEW THIRDS
 in every way, say
 EL. PARSONNET
 up to 1890, have a
 of trust dead
 address S. box 31.
 ROAD RUN.
 a bargain, 100 E.
 MUST BE IN
 today; no delicta
 U. FOUR-DOOR
 of shame, fully
 and G. MAIN.
 C. C. THOMAS, 115 E.
 top, 5000 Ford.
 a car, 1000 E.
 S. Olive, Thomas
 ANDERSON ROAD-
 er Mr. HAMILL
 and Oliver.
 PAY BY MAX.
 See same at 30

3. PHYSICAL DISORDERS

MUSICAL INSTRUMENTS
For Sale, Exchange, Wants

SPECIAL PIANO BARGAINS

We have over 150 high-grade
we must sacrifice at any price,
have to sell some of them for \$5.
We need the room they occupy
down them on at once regardless of
HERE ARE A FEW BARGAINS

\$275	Bach, new	.....
\$400	Kranich & Son, new	.....
\$250	Chickering, new	.....
\$200	Steinway, reduced	.....
\$200	Eaton, new	.....
\$425	Emerson, new	.....
\$400	Kranich & Son, new	.....
\$275	A. B. Chase, new	.....
\$275	Bush & Gerts, new	.....
\$225	Kingsbury, new	.....
\$250	Finger Place, 88-note, new	.....

We are offering the above plan monthly payments, or will allow discount for cash. Every piano is tested or money refunded if not satisfactory. **W. J. KEEFE, CO.**
218 West Seventh st., near
FOR SALE—BARGAINS IN BANJO
ments. Having bought out a firm, we find ourselves overstocked offer great bargains in slightly-used hand-hand instruments. Melodions, Conchinas, guitars, banjos, 12-string cornets from \$15 to \$25. French horns, Italian cornets from French horns, Melophones and alto; basses, baritones and trombones; clarinets, flutes and piccolos from \$10 to \$25. All on credit from \$1 up. We tune, repair, and exchange. Sole agents for the retail band instruments. **LINDNER CO., 218 West 2d st.**

right piano; also string bass, cornet and brass drums. See LINDBERG 2nd st.

MUSICAL INSTRUMENTS AT
tuned, repaired, bought, sold
Expert violin repairing, how rub
guaranteed piano tuning. \$2. 10
MUSIC CO. 219 West 2nd st.

FOR SALE—SPECIAL PHONOGR
main. We are closing out a stock
and Victor phonographs at a
price. Also gramophones, records
repaired, buy, sell and exchange
LINDBERG MUSIC CO. 219 West

FOR SALE—MY SSS CABINET G
also, slightly used, \$125. 60
month. 214 W. SEVENTH ST.

FOR SALE—MY KNAPS PLAN
sacrifice if bought quick, either
private or public. Shored at 2. PLATT
W. 2nd st.

FOR SALE—MY HIGH-GRADE S
2nd st. 2nd floor.

Wanted: instant style case, fully lined with bunched and 20 rolls of muslin for library privileges. Will sell on reasonable portion. Ask for Mr. SEVENTH ST. SEVENTH ST. SEVENTH ST.

FOR SALE - A BEAUTIFUL HENDRICKS upright piano, almost new, on stairs has no use for same; will accept a small, big discount for cash. Call 8 and 1 p.m. any day next week. SEVENTH ST. SEVENTH ST. SEVENTH ST.

FOR SALE - BEAUTIFUL WRIGHT piano, good condition, will accept a small, big discount for cash. Call 8 and 1 p.m. any day next week. SEVENTH ST. SEVENTH ST. SEVENTH ST.

FOR SALE - HENDRICKS UPRIGHT CHINA piano, good condition, for \$100. Sunday at 234 W. SEVENTH ST. SEVENTH ST. SEVENTH ST.

WANTED - VICTOR PHONOGRAPHS records; must be in first-class condition; will accept a small, big discount for cash; give particulars. Call 8 and 1 p.m. any day next week. SEVENTH ST. SEVENTH ST. SEVENTH ST.

FOR SALE—NEW VICTROLA WITH
150 new records. \$115; worth \$200.
Jules, apartment 6, STRATHMORE
Gravely.

WANTED—PIANO: WILL PAY CASH
second-hand upright piano. See L
at 111 West 2nd st.

FOR SALE—NEW BOHEM SYSTE
pitch steel, with solid silver key
board. 100 new records. \$150 for
at 215 West 2nd ST.

FOR SALE—\$400. "AEOLIAN" GRU
organ, plays automatically or by
hand. 100 new records. Instrument complete
of rolls; only \$25. LINDBERG M
115 W. 2nd st.

FOR SALE—PRACTICALLY NEW
low priced, alto saxophone. Silver-pl
ated, complete, with new case
rented, recently \$125. On sale at
2ND ST.

FOR SALE—REMARKABLY SW

mahogany upright piano, full
international pitch, New York
make, 10 year old, Has full length
brass 3 pedals, etc. Must have
bought it at 485 MATTHEWS ST.
with car. SALE.

FOR SALE—SIX NUTS GOOD
piano, full size and in good con-
dition for 10 month. Call 515
TILE PLACE.

FOR SALE — NEW MODEL
phonograph, wooden horn, with 90
records. SOUTH 352, 223 East 1

FOR SALE — 3 GOOD BOHEM
flutes, one of them must be
new. We also have bargain in
other instruments.

EXCHANGE AND MUSIC CO., 51
TILE Place.

FOR SALE—IF YOU WANT A
in a beautiful, almost new up-
finish piano, see one I have on
at 509 SOUTH 352.

JOHN W. HENDERSON, GRAND

Piano Sale—Upstart Piano
We have all kinds of pianos
to sell; must sell. 315 WEST 67TH ST.

POR SALE — REGINA MUSIC I
cabinet, \$9 15% discn. cost \$18.
112 E. 67TH ST.

POR SALE—MY \$775 MAHOAGNY
Grand Upright Piano, slightly u-
sed, beautiful tone, perfect work-
ing for \$500 a month. Call at 945 N.

HALLST & DAVE PIANO, CAS
damaged in shipment, otherwise
make an offer, you can get a stand-
ard of the world's best at the price of
one instrument if you want it.
PANO CO. Seventh and Hope sts.

HALLST & DAVE PIANOS AN
VIRTUOLO PLAYER PIAN
The World's Best.
Walk three blocks and save \$50.
Call for catalogue. In reply to
BOSTON PIANO CO. 7th and H

POR SALE—\$55, UPRIGHT PIA
ments \$150 month, or rented.

Singer Sewing Machine. \$12. 350 W. 42nd St.
 month. ARCADE CO. 534 W. 42nd St.
 FOR SALE—FIVE TONE HARP
 violin: cost \$100; will sell for \$40.
 FOR SALE—CHICKERING PIANO 10
 year old. Excellent. Must sell at once.
 Economy. Call for inspection. 1947 E
 AVE. Washington or University car
 FOR SALE—MY \$250 CABINET OR
 ano, beautiful case. \$105; \$5 down,
 big discount for cash. Must sell.
 WINTH. near Broadway.
 WE OFFER THIS WEEK GREAT
 gains in food prices and meat
 \$5. 54. 50. Popular chest
 LINDSAY MUSIC CO. 423 E. Broad-
 way
 FOR SALE—MY \$250 CABINET OR
 ano, beautiful case. \$115. \$5 down,
 big discount for cash, or will refund
 month. 315 W. 4TH ST. near Bro-
 way
 FOR SALE—\$150. BEAUTIFUL

FOR SALE—BASS, muskellunge, crappie, rock bass, sunfish, bluegill, largemouth bass, channel catfish, crayfish, etc. Close in.

FOR SALE—BREAD NEW W/ mandolla, cheap for cash. 70¢/lb. room 14. Call Sunday, between 10-12.

FOR SALE—DISC PHONOGRAPH w/ large or small quantities. CATH ST.

FOR SALE—MAKE ME AN OFFER FOR CASH, almost new; must see. Phone ASH8, Home, or 230 T. Private party.

FOR SALE—FINE HALLERT & D. and, upright, good condition. 1340. 21 W. TEMPLE.

DO LET — A GOOD SQUARE FLO. months for B. moving free. Phone 177. TIDE OFFICE.

FOR SALE—VICTOR VICTROLA, 1920's. 944 records. All in good shape. Call 240.

THOMAS HIS GRANT Bldg. Phone 240.

OR SALE-NEARLY NEW HIGH
plane; make me an offer; will con-
sents; must sell at once. \$79 W.
OR SALE - PINE BERRY OR
fine condition. \$12.50 monthly.
INTM.

OR SALE-BEAUTIFUL STAND-
right piano, perfect tone and action.
\$125.00 monthly.

OR LET-NEW FLAYER PIANO
large; assortment of music. THE
PIANO COMPANY, 222-230-232 E.
OR SALE-SILVER "CONN"
perfect condition; will sell cheap.
\$115. SOUTH 2221.

OR SALE-BY PRIVATE PARTY
new, 4000, 4000, 4000, 4000, 4000,
4 National Bank Bldg. MILLER.

OR LET-ALICE LYON HEALY C
piano, sweet tone. 625 S. UNION
Thirde 681.

OR SALE - NEW MARGOAN

just from factory; cheap for cash
ade for diamond. PHONE 7861.
ADVANCED PUPIL OF J. W. FINE
sires pupil for piano, is a meat
a week. PHONE 71682.
FOR SALE-PIANO FOR \$50 IF PAID
Tuesday, 620 W. SIXTH.

UNDERSTANDING

[illegible]

4 NORTH KINGSLEY DRIVE

WORTH HARVARD BOULEVARD, on a corner lot, 37 feet wide, with lawn, fenced, gardens and walks in; a 6-room, long low effect, cozy and artistic; finished in leather tints. (A6.)

NORTH CAHUENGA, story and a half
rooms, 2 rooms altogether. (AFL)

NORTH CAHUENGA, story and a half
rooms, 2 bedrooms, lot 100
sq. ft. Garage, trees, shrubs and
flowers. (AFL)

HARDMORE AVE., 6 rooms, 2 bedrooms,
lot 100, pretty exterior, brick, fire-
place, boiler and heater in, nice lawn
and flowers, easy terms. (AFL)

NORTH BENTON WAY, 6 rooms, with
bath, music room, and sleeping por-
ch. lot is 100 sq. ft. hardwood floor, sur-
rounded by beautiful houses and trees.
(AFL)

NORTH CAHUENGA, with a half

unfurnished, 6 rooms with breakfast room, bath, linen closet, kitchen closets; garage. We have electric office, & charming bungalow. (Add.)

SOUTH ST. ANDREWS PLACE. N. 100 ft. 7-room bungalow is not old when it all reaches you. And you want a place like this. You want it early. It has too many fine features to list in one ad. 7 rooms, 3 bedrooms, 2 baths. (Add.)

100 ft. 7-room bungalow with hardwood floors and all modern fixtures. Very close in; good terms. (Add.)

SOUTH HOBART BLVD., 8-room attractive bungalow, 3 large bedrooms, 2 baths, breakfast room, kitchen, living room, central heating, large attic, front cellar and drive. (Add.) (Add.) (Add.)

PLAZA AVE. 8-room, newly finished, and complete, 2 bedrooms and bath, large gas water and central heating, large dining room, kitchen, large bath, double laundry trays. (A7E)

MANHATTAN PLACE 7 rooms, 3 bedrooms, new home with hardwood floors, beautiful lawn and driveway, lot 1.5 A.C. (A7F)

W 43RD BOULEVARD 8-room and a half, 3 bedrooms, 2 baths, completely new kitchen modern and an up-to-date home. (A7G)

ANDREWS PLACE, another "Gallagher" corner lot 6x116, complete in detail. (A7H)

ROBERT BLVD.

WILLOW PARK, a large English
cottage, 6 rooms and 4
bath, three car spaces,
city. (A.E.) \$700-800

WINDYBUSH, a large English
cottage, 6 rooms and 4
bath, three car spaces,
city. (A.E.) \$700-800

WOOD PARK, a newly built
house in the beautiful addition.
The features are it has modern
kitchen, fine lawn and garden,
close to Santa Monica and
Hollywood class residence prop-
erty. (A.E.) \$900-1000

WINDY DISTRICT. I have three beautiful homes at and around the Windy District. Call for details. Home of care, beauty. (A1.) (A2.) (A3.) (A5.)

CANVUOGA. 12-room modern with 4 bedrooms, swimming pool, complete, garage and bath. (A6.) \$19,000—\$21,000

CANVUOGA. 12 rooms, 5 bath, 20x10, hardwood floors, fast mail, very large dining room, hand decorations. (A8.)

WORMANDER. 11-room mansard with central driveway, complete garage, two beautiful pools. See beautiful photo of this home in our office. (A9.) \$15,000—\$17,000

DAMES STREET. 91 feet large well finished home.

SUFFICIENT SPACE TO
ATTRACTIVE POWER OF
ONE GLANCE AS THE
MORNING COOPERATION
IN MORE THAN A PAGE
TRYING TO REPAIR
WILL THE MARKET FOR
YOU WILL NOT YOURSELF
DO SOMETHING YOU DO
IM-
YOU WILL BE SHOWN
A MANNER
WISH TO SEE. CALL

FOR SALE
bygones:
wanted on
the road:
stone time

WARRHALL.
ATED WITH
INVESTMENT CO.
Electric Building.
Main 3171.

Master 2 (none)

SALE **House.**

—

Vermont Square.
A fine, splendid, up-to-date
northwest corner lot and Kansas;
a room, hardwood floors, beamed
and wood cornices, a white stone porch
and garage; in fact, all the
in effects; south and east ex-
terior will be on premises Sunday.

Must
call
776;
much
as
is ripe
act at

of leaving the city I will sell my new bungalow located on W. 40th near the new Manual Arts High is well built and modern in every room, lawn; flower, garage. I can sell it any time for \$10,000 cash, but I must have cash for 1936; but must have \$1000 cash \$15 a month; every statement is correct and am the owner and state that this property is the best that district. This ad. will cost

LOOK, READ THIS!
and it all, then think!
buy a home of the Standard
Investment Co. and cannot make
mistake. We will give you the cash
company's stock for your equity.
no chance to lose. We build to
small cash payment, balance same
time have property for sale in all
cities.
See F. M. Wisnoly,
With
BUILDING INVESTMENT CO.
363 S. Hill st.
Main 925.
* MAIN SEC. CHARGE *

IN THE WILSHIRE DIS-
TRICT, A MOST ATTRACTIVE IN-
TERIOR COMPLETE IN EVERY
LAST FRONT ON VERMONT
BLOCK FROM WILSHIRE
AGE 2-STORY GARAGE. THIS
WILL INTEREST YOU IF
LOOKING FOR SOMETHING
COMPLETE. \$14,000. C. I. LITTLE,
2 VERMONT AVE. PHONE

verandas. Every room sunny.
 nabe family hotel or for renting
 home will yield a handsome in-
 come. Call the Vice of for plans and
 fully new and elegant furnishings.
 TERM OF PAYMENTS
 MAIN 226, PASADENA.

IN WILSHIRE DISTRICT,
 full six-room bungalow.

WOOD AVE. WESTERN AVE.
 CAR.

of the prettiest and most com-
 fortable in the N.W. Every built-in fea-
 ture. Floor, garage, etc.

EDWARD
 Main 147.
 FOR SALE.

INSURANCE BLDG.
ing etc. **A466** **Da**

EST HOUSE IN THE CITY.
with 41 windows; East front overlooking Alvarado Terrace; ceilings; hardwood floors, three bedrooms and all modern conveniences; most self-sufficient; reasonable; must see. Hand-painted; Chickering piano and picture set furniture with house property at 122 S. BONNIE

AVE JUST BOUGHT RANCH
my six-room bungalow,
In.

FOR SALE
story mode
hall and big

French, dining two large
wooden slabs and Dutch blue
kitchen, built-in wall safe
for furnace, lawn, flower
area large bath, den with
large double beveled mirror.
Price \$2250. Write Ad-
VERTISER.

TIME OFFICE.

ONE OF THE FEW REAL
the Wilshire district. A
hardwood floors through-
front lot on one of the fin-
est streets, sleeping porch,
furnace and a beautiful
house alone cost more than
but this is a forced sale.

and the terms to
money to prevent
No. 104, TIMES
NEW RIX-ROOM HUN-
furnished with famous
and leather furniture for
little. Here is a chance
to get a home with elegant
furniture at a reduced
price than it would be
sold in any other tract.
Call on the owner at
the Spring street and go off
at once. Ask in the drug store
N. J. J.

3-ROOM ELEGANT PER-
fect district, hardwood
floors.

FURNISHED. A
FARRAR.
FOR SALE
home, 3 bldg
Annandale Co
Angels: be
through
pected large
all through;
fruit and shade
House 1 1/2
year sailing in
business. A
down, balance
joining lot of
for moderate

FOR SALE—
Beautiful ne-
gro place, thrif-
ty, half bloc
style, tile roof,
living room, din-
ing room, kitchen
and hand polish.
Range, Rued v
view of valley,
be seen; bargain
at East. Price
Agnes Owner,
Hollywood.

FOR SALE—M-
Occidental blv.

nance equity for anything
 BRIDGE, Guarantee Build-
 ing, Merchants Trust Bldg.,
 TERMS LIKE RENT.
 100000.00. 100000.00. 100000.00.
 (only two left) Have all
 at give comfort and
 situated in Tropical
 street work, phones, etc.
 w. w. Balmain like rent.
 DING & INVESTMENT
 5.
 WANT A HOME, NEW,
 ce, elegant, artistic, with
 neighborhood, and every conven-
 ience, close to high
 col. and

DISCOUNTS? If you
story house, containing
stepping porch, at \$124

LEADER.

THE SWISS CHALET.
Dressing-room, bedrooms
on second story, beau-
tiful hand-rubbed interior
dinner-table, east exposure.
Price \$7000, easy terms.

LOSE IN SOUTHWEST.
on houses, 4 ch. chickens
small, w. a. t. c. c. c. c. c.

FOR SALE—
Six-room house
at 1800 W. N. H.
garage, gas, elec-
mont, use West
Price \$2500. Pa
H.

CALIFORNIA
O.
\$2500.
Night or Sun
FOR SALE—FURN-
low of 7 rooms
and beautiful in-
Arts Training C.

Selling \$25 to \$75. **FLUKE**
Owner says "get off
AIRBO, 518 H. W. Well-
known heights.
ave., Levee corner, 100x7
W; also large two-story
below, rooms above;
other outbuildings;
show this for \$26,000,
some acreage if good.
N. CO., 423 Story Bldg.

CHANGE - 625 Story Bldg.
Andrew Place;
porches, garage and
l-room all-modern
berhood. Complete
\$4200, \$200 down,
and some buy
flat at \$1000.

or good clear city
INDEPENDENT
INSURANCE CO.
Bdwy. 2712, PHOENIX.

WOOD FLOOR, SUN-
bedrooms, outside bal-
cony, with piano, garage,
very complete home.
If you want a nice
BY & CO., 241 Douglas

ROOM BUNGALOW.
balks, bath, fruit trees,
per cent. interest, for
near California.

FOR SALE—WIFE
BY: \$200 cash; 2-50
toilet, sink, gas
water connected;
fine location;
city; \$2500 takes it
week. Call today
Take Hooper car.

FOR SALE—
Modern story and
half place close to
is situated where
being built by the
crease in value.

Again by owner, see
 car to Michigan
FRANKIE ST.
 100 Yds DOWN, SIX-
 foot northwest, yellow
 floors, all built-in ef-
 fecting and breakfast
 and screen porch, just
 in and in will save
 Address P. box 77.
 Heights, \$2875. For 3-
 month the price:

FOR SALE—BIGN;
tags and int. 1966
454 CERES AVE.

FOR SALE—

BEAUTIFUL HOME ON COR-
ner Hollywood Hotel Lot 16224
4 floors and finish. Three fireplace
baths. Garage with chauffeur's quar-
ters.
S. E. TOTHERMAN INV. CO.
57260. 6724 Hollywood Blvd.

TO COLORED MAN, ATTRACT-
ive 6-room home, on large lot, west
bargain \$2500. terms. Address F.
TIMES OFFICE.

NEW 2-STORY, FURNISHED
at Hermosa Beach; \$500; leased for
at \$20 per month.

See A. H. BROWN,
1040 S. G. ST. - 12th St. - Trust Bldg.

FOR LESS THAN ANYTIME

WATER in. This place will be worth one year. Price \$1050; \$1050 cash, balance mortgage. See owner Sunday at 1325 East 10th st. **OSWALD SMITH.**

LE-HY OWNER, NEW 6-ROOM w. Vermont Square, with or without garage, artistic home, newly and furnished, surrounded by fine homes. **Wanderers**. See owner Sunday on a 1612 W. 47TH ST.

LE-NEW BUNGALOW, HAS FIVE and sleeping porch, buffet, kitchen tiled floor, hot water heater, etc. **See** on 2nd, balance like rent. **ADAM MOIR GREGORY.**

LE-\$1150; 650 CASH; 500, 5 YEARS at 7 per cent.; new 4-room home with

E-4-ROOM, UP-TO-DATE HOUSE
 monumental stone front, all large rooms,
 critically new; location on Leighton
 overlook from Ropes Park, excellent
 soil; a neighborhood where real ad-
 vantage; well worth \$2000; will sell
 Call OWNER, Home Phone 7122.

E-A SNAP, IF SOLD BY THE
 will sacrifice my equity for \$3
 beautiful 3-room bungalow at 110
 st., Rogers Park tract. Take
 view marked Manchester ave.

E-NOTE SIZE OF LOT, MAXIM. LOT
 room \$2000, east front, best part of
 district, 3-room modern, and
 view to see \$1 million, close to 1000

W. S. HILBERMAN Bldg. 7700.
W. S. SPLENDID 8, 4 AND 7-ROOM
 new bungalows, in best part of
 city; southeast, Hollywood and High-
 way; easy monthly payments, if you
 like. 1000-10000. 3000-30000.
MR. PRICE, 209 Story Bldg. P9449.
W. S. 4600; ON W. 10TH; A NEW &
 modern, elegantly furnished bungalows
 offering new, all ready for occupa-
 tion and all details; 1500-2000. 3000-
 4000. Like rent. Call and let me
 see the place. Have \$2000 to loan at
 10% A. H. MEYER, 111 Grant Bldg.
W. S. HOUSES.
W. S. 4600; A NEW 15-ROOM RESIDENCE
 and 10-ROOM BUNGALOW, on 10th and
 11th, 1000-10000. 3000-30000.

826. In Wilshire district. Address
826. TIMES BRANCH OFFICE.

827. 4-ROOM LEAVING CITY.
To have 4-room house with
cement porch; one of the new busi-
ness College Tract. 1900 w/1 handle.
S. MAIN ST.

828. 4-1, 7, and 2-ROOM HOUSE.
In Wagonwheel, near Ninth and Vermont;
and up; easy terms. SOUTHERN
W. CO. Phones 1184. Bldg. 415.

829. 4-ONLY 15 DOWN AND 115.
Buys a 4-room modern bungalow on
Lays, near Peitchahdi, price \$100.
100-115 LAUGHLIN BLVD. Phone
wy. 4115.

830. 4-ROOM MODERN HOUSE. LOW

E-AT A BARGAIN, MODERN 4-ROOM BUNGALOW, Whitehorse district, lot 61x120, from Broadway. Nothing else up. Price \$250; mortgage \$180. **MAIN OFFICE.**

E- MODERN 4-ROOM BUNGALOW, location in southeast, near new Park Road, lot 61x120, 100 ft. wide. Not often you find an desirable in such terms. Address F, box 911. **OFFICE.**

E- MODERN 4-ROOM HOUSE, district, beautiful grounds, shrubs, story garage, lot 61x120, 100 ft. wide. Location excellent. Price \$250. **OFFICE.**

3-4 ROOM MODERN BUNGALOW,
nice street. Take Stephenson avenue
small cash payment, balance \$20
KOFU & WHANN REALTY CO.
Bldg. A414.

E-7 ROOMS-7 ROOMS.
Fisher, one of the best bungalow
retions, north front, lot 2414. I have
price \$115 for a quick sale. JE 708
easy, best in area. PHONE 4411

E-44 W. 52ND ST., CORNER LOT,
home of 8 rooms, near University
Science Church, one square from
price \$2000. Open for inspection

SALE-AT A SACRIFICE; ATTRAC-

Home Owner, HO-TE 68154.
E-4-ROOM CALIFORNIA HOUSE
 \$2130, all kinds of fruit trees and
 cash crop. \$150. 682 FOUNTAIN
 Square Sunday.
E-1. NEEDED MONEY. WILL SELL
 cash, \$2135, close to South Park. In-
 cluth a 4-room cottage at \$210. See
 C. BARTELS & SCHWARTZ, 601-652
 514g.
E-OR EXCHANGE-LARGE CON-
 train, with 4-room modern house;
 east of Main, 15 minutes car; swap
 Phone South 225, or address P.
 TIMES OFFICE.
BLE-NEW 7-ROOM BUNGALOW:

415 P. E. Bldg. 102
 E-OR EXCHANGE-3, 1 AND 1- 102
 ngalewa, furnished and unfurnished. 102
 for exchange for cash or terms. at 102
 FLIER 6, 438 Bayview Bld. Flier, Main 102
 is open Sunday, 10 to 5 p.m. 102
 E-INSTALMENTS, NEW MOO- 102
 good location, good condition. 102
 \$2500. Will accept good checks 102
 payment. See OWEN, R. W. 102
 409 Wilcox Bldg. 102
 E-GOOD 2 ROOM HOUSE WIL- 102
 cation, close to Fifth St. car line; 102
 for ride to Third and Grand. 102
 about the old. GEORGE H. WRIGHT 102
 is 54254. 102

rooms, bath section; easy terms;
BINSON CITRUS NURSERY, SAN
AL.

E-NEAR UNIVERSITY, CHARGE-
BUNGALOW, 1 large room, all
rents; would sell completely fur-
nished. 947 W. 34TH St. Phone

E- BUNGALOWS IN WEST SEC-
city. Rooms for 2nd story. Don't
on rents-but it is a home.

WITT, and R. HILL. Gemmed Stone,
E-3 ROOM MODERN COTTAGE,
1212 1/2 12th street for 2nd story.
rents at 60c per cent. 1805 WEST 12TH
on Month and Figures.

2-story house. CLARK & SONS
 D. 42 Chamber Commerce. Main 1000
 E-1000
 6-room, modern home, scattered,
 1TH ST. 1000
 5-14 NEW BUNGALOWS, SMALL,
 down, balance monthly. G. B.
 corner 112d Place and Moneta ave.
 E-1686 CASH AND \$12.95 PER
 buys greatest bargains in southern
 modern, large lot, lawn, concrete
 modern; must sell. Call at 323 W.
 Homeward ave. car. 1000
 6-NEW 1-ROOM SWISS CHALET
 one family arranged also for two
 & only \$1990. 1000

E-A HOME AND AN INCOME.
It is a furnished double bungalow,
No. 433, 13312 St. Albans, N. Y.
2-OWNER OFFERS \$55 W. BERT
bargain. \$5000; big value coming
area 12 8. SECOND ST., Alhambra.

W- CHOICE MODERN 4-ROOM
11600. Must sell immediately; new
car lot, Glendale. 811 HYPERIAN
Ave.

LE-HOUSE AND LOT. BOYLE
5 lots, Hawthorne. R. H. LAKIN,
thru.

E-SNAPE. TWO NEW MODERN
N. south side, good car service,
11600.

IF YOU WANT SOMETHING close
in a Swiss Chalet, meet me at field
Harvard boulevard, this afternoon 1000
RE ROTT 482

5-MY HOME UP-TO-DATE HOME at
482 Burchett St. Owner must sell. 124
Sizable car, get off at Arden and walk 124

E-HANDSOME 5-ROOM BUNGALOW 127
sell at a bargain to close an 127
owner want a cozy home at a very 127
figure, don't fail to look this up 127
SMITH, 220 W. 6th st.

5-ROOM, SIX ROOMS, ALL MOD. 127
Jefferson st. \$1600; \$500 cash, \$100 127
interest. Phone RYDLE 200, Sunday 127

Realty Liners.

Realty Liners.

FOR SALE—
Our Lots and Lands.

FOR SALE—
SIGNS and Counter signs.

At all times, indications are for continued rise in realty values in Southern California.
We will notice the signs, but many fail to profit by them. Take the 30-minute ride to

MITCHELL'S EXPOSITION PARK SQUARE **MITCHELL'S EXPOSITION PARK SQUARE**

and inspect a property which is in line for very increase of value due to:
High-class and exclusive location.
Beautiful arrangement and finished improvements.
Unparalleled street car service.
The educational advantage.
Low prices and easy terms.

As a place for homes, MITCHELL'S EXPOSITION PARK SQUARE is most superior. As an investment, it should appeal to the shrewdest of investors.

Beautiful lot on east street.
31750—Easy Terms.

Take any one of seven car lines. Agents: Santa Barbara and Vermont avenues.

L. B. MITCHELL & SONS, Owners.
L. B. Mitchell, 3719 Broadway, N. E. Mitchell, 307-4 Title Insurance Bldg.
Main 600. A1904.

FOR SALE—
The Guaranteo Bldg. Inv. Co.'s new tract—
West Hollywood. A natural terrace—
commanding the foothills—commanding a
view—stretching mile upon mile to the
far horizon of the Pacific. Certainly one
of the delectable locations in all the
vicinity. And the air—it's like champagne
for sparkling exhilarating.
The tract—only 15 minutes from the
heart of the city—1 car line—15 minutes
from Hollywood—Sherman and Hollywood—
Santa Monica cars pass directly by the prop-
erty. There are schools but a few minutes
ride. The tract lies on Santa Monica
highway just beyond the city limits.
Investment? Now being installed—very
improvement of any high-class tract—gar-
age, telephone, etc. All the
amenities without city taxes.
Price—\$100 and up for big lots, the small-
est—\$200—much larger. A small pay-
ment down and practically 4 years to pay up
—very terms earned and ready. Liberal
allowing discounts to early buyers. Now's
the time to buy—get pre-development prime
land. Guaranteo Bldg. Inv. Co.
Call at our office, any week day for particu-
lars. GUARANTEO BLDG. INV. CO.,
1000 Broadway, 6127, Main 5823.

FOR SALE—
EAST FRONT.
VERMONT AVENUE AT EIGHTH STREET.
\$200. \$200.
WIDE TO 12-FOOT ALLEY.
You realize that this lot is next to the
corner which will soon be a transfer point.
In 30 days expires in two years. You will be
able to make more than double your money in that
time. See us for this and other Vermont
trading maps.

GILES & KELLA.
MORRIS HOUSE AND LOT DEPT.
WRIGHT-CALLENDER-ANDREWS CO.
NO. 69 SOUTH HILL STREET.
WANTS: 150 S. AND—MAIN 600.

FOR SALE—
OUT OUT THE LANDLORD.
If I sell 10 lots on Jefferson street at
\$100 per lot in last two or three days
of this property this property can be used for
any purpose or for a home. A Stephenson av.
corner, warehouse, or what-you-will. It's
all set for you. Call today. See it and in a
few days at this ridiculously low price if sold in
one day. \$200 of profit. See it. See it. See it.
No payment cash and \$10.00 monthly and in
10 days. Interest.

SEE WARREN F. McGRATH.
251 South Hill St.
With Burek & Dickinson.
Main 100. 61255.

FOR SALE—
HERE'S A SNAP.
\$250.
Large level lot—East front.
25 cash—\$17.50 a month.
This is an exceptional opportunity for in-
vestment or for a home. A Stephenson av.
corner, warehouse, or what-you-will. It's
all set for you. Call today. See it and in a
few days at this ridiculously low price if sold in
one day. \$200 of profit. See it. See it. See it.
No payment cash and \$10.00 monthly and in
10 days. Interest.

JAMES INVESTMENT COMPANY.
215-217 South Hill street.
Broadway 2463.

FOR SALE—
THE WASHINGTON ST. CORNER. \$2000.
2 ft. frontage.
Everybody knows that Washington st. is
the main boulevard in the ocean, and an in-
crease in Washington street frontage will
increase the value of the corner. If you
own a building on Washington street, you
own a building on the ocean. If you own
a building on the ocean, you own a building
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Realty Liners.

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FOR SALE—

FOR SALE—
City Lots and Lands.

WEST ADAMS STREET LOTS.

DU RAY PLACE.

\$600.—On Radler ave., a high lot; at least 3 feet above grade, size about 20x100 ft.; walks, curbs, water, electric lights, graded and paved streets. Never will you have the opportunity of purchasing a lot like this anywhere around Los Angeles for the price. Terms, \$50 down, \$10 per month, including taxes.

\$475.—Another fine lot that is \$500 cheaper than adjoining property. This lot will sell for \$750 in a year's time. Terms, a minute's walk from West Adams street, very close to one of the new big buildings. Never will you have the opportunity of purchasing a lot like this anywhere around Los Angeles for the price. Terms, \$50 down, \$10 per month, including taxes.

And a few others at prices that stamp them as real bargains. These lots are 20 to 40 feet above grade, size about 20x100 ft.; walks, curbs, water, electric lights, graded and paved streets. Never will you have the opportunity of purchasing a lot like this anywhere around Los Angeles for the price. Terms, \$50 down, \$10 per month, including taxes.

DU RAY PLACE.

Has \$500 building restrictions, city and town planning board approved, all lot, uniform Douglas fir trees, planted and landscaped. This property will surely advance in price and earn short time profit. Will find owner property worth much more money than was paid for it.

Go out today or Sunday. Our salesman will gladly show you the property.

CARLIN G. SMITH CO.

302-3-4 Consolidated Realty Bldg. Main 3653.

FOR SALE—
THE FOLLOWING LOTS OFFERED BY THE REA BOARD REALTY CO. ON EXCHANGE BLDG.

\$1800.—On Manhattan, near 2nd, \$2125.

\$1800.—On Gramercy, near 3rd, \$2125, east front.

\$1800.—On Bermond, east front, good for flats.

\$1800.—On Ardmore, near 9th, east front, \$2000 will handle.

\$2100.—Kingsley drive, between 8th and 9th, \$2100, well built.

\$2100.—Harvard boulevard, west front, good for flats.

\$2100.—Ardmore, near 8th, \$2125.

\$2100.—Bronson ave., near Flco, \$2125.

\$2100.—Corner 8th and Ardmore, \$2125, east front.

\$2100.—On Norton, near Flco, \$2125.

\$2100.—On Manhattan, between 8th and 9th, west front.

\$2100.—Chughena Blvd., between 8th and 9th, \$2125.

\$2100.—Manhattan, near 8th, \$2125. East front.

\$2100.—Wilshire boulevard, \$2125.

\$2100.—Wilshire Blvd., corner, \$2125.

REA BOARD REALTY CO.
ON Exchange Bldg. 2nd and Hill.
Main 3974

FOR SALE—
APARTMENT SITE.
\$2125
BONNIE BEAR NEAR PICO.
\$2125
Worth exactly \$200 per foot, but for a few days we can deliver for \$1500 and it only takes \$1500 to swing it.
Also,
Leeward Avenue.
\$2125
Sunset Place.
\$2125
Santitas Only.
\$2125
ALL BIG BARGAINS.
H. R. LEITCH,
WITH
CROAKE & McCANN,
SOLE AGENTS.
Main 2420.

FOR SALE BY C. M. CALDWELL CO.
WILSHIRE DISTRICT.
Below Values.

\$2125.—On Wilton, between Wilshire and 24th, west front. Price \$4500.

\$2125.—East front on Gramercy, between 24th and 25th, \$2500.

Northwest corner 2d, Hobart, opposite Francisco Park, \$2125. Wants \$2500. Make offer.

Two hill-top lots, 100x124 each, east front on Norton, between 16th and 24th; adjoins Windsor Square, \$50 per ft. front Restrictions \$2500.

Southwest corner 8th and Norton, \$2125, \$2500.

\$2125.—On Wilton, between 20 and 24, 30x100 ft. street. \$2500. Best the cheapest lot on the street.

\$2125.—On Leeward, between Wilton and Norton, east front on Bronson, between Wilshire and 24th, \$2500.

We deal exclusively in Wilshire property and have practically the entire district subdivided. Look up your lot before prices are announced. Booked for the winter season.

C. M. CALDWELL CO.
211-213 FINE
Phones FRANK 3000 Main 1187.

FOR SALE—
BIG ENAP.
Crenshaw Boulevard.
\$2125.
Between 16th and Washington ave.
\$2500.
Positively must be sold this week. A rare buy; nothing less than \$2500 on this splendid spot. Best thoroughfare.

H. R. LEITCH,
WITH
CROAKE & McCANN,
22 Douglas Bldg.
SOLE AGENTS. Main 2420.

FOR SALE—
IF IT PEOPLE
IN THIS WHOLE UNIVERSE
can get a lot within one block of the \$200,000 Beverly Hills Hotel, they will want it. The most important street-one of the most important streets in Los Angeles—is right here. At the prices I can sell these lots at. They are great lots (good) face east on an 8-foot street and run back to an alley. There are big buildings being done at the Harbor and big four-story houses going to be made there. These lots can be had right now at \$200 each, \$200 cash sale or \$100 down and \$100 down on \$200 with \$20 per month on the balance. You will have LUCKY if we see me just as soon as you can. Lots available by auto.
BUTTRICK & ALLEN,
601 Trust and Savings Bldg. 6002
Broadway 34

FOR SALE—A LOT ON SOUTH SIDE OF 65TH ST., 6 lots west of Moneta, 1700, terms, \$1000 down, \$100 per month, including taxes.

FOR SALE—CHOICE LOT, EIGHTH AVENUE, near Washington-Arlington Heights, or if desired, to suit buyer, terms if desired.
Address E box 29, TIMES OFFICE.

FOR SALE—

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FOR SALE—

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FOR SALE—

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STUDENT MOBILE

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OCTOBER 13, 1912.—[PART V.] 11

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Realty Liners

Realty Liners

Realty Miners.

FOR SALE—Country Property.

FOR SALE—FIVE OR TEN ACRES TO orange grove, on main road in Fullerton grove, on FRANKLIN COURT, city.

FOR SALE—EASTERN OWNER DES immediate sale. Six acres improved best electric, shade.

FOR SALE-
3 acres west of Burbank, \$200 per acre
3 acres near Lankershim, \$775 per acre
H. S. RAUNER, 6111. Phone 8-9000.

FOR SALE AT LANKERSHIM, 3 AC.
Crescent land, only 1/2 mi. ea. side
Owens River pipe line, on 112 ft.
double in a year. Quick. **FULMER**, P.
Room 71A, 605 E. Hill st.

FOR SALE-**N-ACRE ALFALFA RAN-**
highly improved. A-I dairy proposition,
\$12,000, very cheap. Terms \$2125
on front and Savings Plan.

Complete, 1000 sq. ft. Price \$12,000.00
 1000 sq. ft. Price \$12,000.00
PARANTRITE REALTY CO. 938 Sierra St.
 Phone 4-1111
FOR SALE - A SNAP! \$7500; 9 A.M.
 walnuts and apples; 200 inches water
 10-hour run; near Whittier car line and
 steam roads. **DR. JERMAN, Owner, The**
El Molino, Pasadena, Cal.
FOR SALE - 3 ACRES FULL BEARING
 apricots, 4-room house, outbuildings, citrus
 grove in city limits, value \$6000; must be
 cash payment. **GEO. W. CALIFORNIA**
REALTY, Cal.
FOR SALE - BEAUTIFUL, 1000 sq. ft.

between Beaumont and Beaumont, AP
comm- to-ocean highway; 115 acres at the
L. EDSON, owner, 225 Orange st.,
lands

FOR SALE - 10 ACRES FRONTLESS HILL
and fruit land; 10 miles from city;
water, electricity, gas, and phone
company water; \$400 acre, by owner. A. J. R.
D. box 444, TIMES BRANCH OFFICE

FOR SALE - 100 ACRES LEVEL ALFALFA
land, water 15 feet, Kern county, on
road, price \$20 an acre, adjoining lands of
the 200 an acre; hurry if you want a

FOR SALE - \$20 ACRES OF ALFALFA
near Bakersfield with 7500
water rights and pumping plant
also terms. Address P. O. box 73, Bakersfield, Cal.

FOR SALE - A MONEY-MAKER, TWENTY
acre alfalfa ranch, cement pipe irrigation
the best in Southern California. HOW
to buy, call **W. S. WINNER, 310 Byrne Bldg.**

FOR SALE - 7.49 ACRES, SET TO VALEN
dia oranges and lemons.
shrub water stock; price \$2150; clear, 1950
1950 cash, balance time, 7 per cent. N

ON SALE - 50 ACRES, WELL LOCATED near Huntington Beach; 500' wide; plenty water; price \$200 per acre; easy terms; also 1/2 acre, improved, with 6-room house, about \$10,000.00. Call for details. See **SHELY & LAYBURN**, Huntington Beach, Cal.

ON SALE - A BARGAIN IN 7 1/2 ACRES IN Huntington Beach. See **O. N. STEELE**, 311 N. Duval St., Ontario, S. D.

SALE—
4 acres, close to electric line, fine f-
rack, or good chicken ranch. 4-room house.
Easy terms.

CLENDENON BROOK,
235 Mercantile Place.

SALE—A BONANZA FOR SOMEONE.
acre ranch, improved, good buildings, close
to HAITFORD, 100 & Spring st.

SALE—CHOICE FARMS, GROVES,
chicken ranches, suburban acreage. P. L.
BRY, 415 Severance Bldg.

SALE—100 ACRES, 7 MILES

at the
 on S. F. Railroad, including
 water for irrigation, \$150 per
 down, balance in 3 equal annu-
 W. W. MIDDLEHOFF, 1201 Mi-
 Bldg., city.

San Fernando Valley.
 FOR SALE—
 ACREAGE BARGAINS.
 NEAR OWENSMOUTH.

acres due north of Oremsmouth, and five-eighths of a mile north of the Van Lankershim ranch property at that Price \$4000; one-half cash, one-half years. 7 per cent.

acres, perfectly level, magnificent soil, to anything in the San Fernando Valley. Due north of the town of Oremsmouth within 1/4 of a mile of the Van Lankershim ranch property at that Price \$4000; one-half cash, one-half years. 7 per cent.

acres of very fine fruit land and cannot be beaten in the Angeles County at any price. Price per acre \$3000; one-half cash, one-half years. 7 per cent.

per cent. One-half three
the soil, due north of Oceanmouth
a mile from the Van M
ranch property at that point.
California house, large barn, corral,
windmill, etc.: 50-foot well
within about 60 feet of the surface.
magnificent pepper trees. Price \$100,000.
One-half three years. 7 per cent.

one-half three years, 1 acre, one-half
E. H. A. GOODWIN COMPANY,
20-3 Central Bldg. Main 780

SALE—A DAIRY AND STOCK RANCH
10 acres, near Visalia. It is well im-
proved and will be sold at a bargain. Write
samples us to sell. Full information
attention to
Mr. Thomas
THE MATTHEW REALTY CO.,
208 Union Oil Bldg.

San Diego.
KES SAN DIEGO CO.; 7 ACRES
 cultivation; house, barn, span, horses,
 car, two wagons; farming implements;
 ready for sowing; 6 wells, soft
 water; place for a house; one mile
 to commission. Deal with owner
 on commission. Address J. D., 248 N.
 1st St.

view, an ideal home, \$9000, in
near to \$6000. J. J. REID, Hollan-
tel.

CHANGE—SAN DIEGO; TWO CO-
good renters, well located; want im-
undisputed Los Angeles or vicinity.
RITY BLDG.

Santa Cruz.

LE - RANCHER, HOMER, ACRE-
Free 1st. WILSON BROS., Santa

Antelope Valley.
OWNERS OF LANDS IN SAN
JOSE OR ANTELOPE VALLEYS, IF
WISH TO SELL, OR EXCHANGE
GIVE US FULL DESCRIPTION.
J. H. POORMAN,
22 CENTRAL AVENUE.

La Crescenta.

LA CRESCENTA

Tochimila, 1600 feet elevation.
 Oak trees, small canyon. The vil-
 lery commands a view of the coun-
 try. See
 make an excellent homestead. For
 there, see
 LAKLEY & ROBINSON.
 218 SWANK & LETTON,
 218 S. Main St. Main Mex.
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 Mexico.
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 FROM SENATOR SMITH'S
 MEXICO:
 S.

THE RIVIERA FIELDS WILL
SOUTHERN THE CULTIVATED
SOUTH CALIFORNIA
The American Colony, located
Towhee, on the Southern
south of U. S. boundary. 5,000
and fertile land; absolutely
crops produced from same soil
irrigation unnecessary; produce
wheat per acre, splendid crops of
etc. One half of the tract sold
others who are developing their
water; fine climate.

Low excursion rates. Ad-
VA VALLEY LAND CO., Nos.
California Bldg., Los Angeles, Cal.

Ontario.

BY OWNER, 12¹/₂ ACRES IN
water; ported steam; street work
pipes laid; very reasonable; on
L. EDSON, 223 Orange st., Red-

NGR- 225,000. 23 ACRES IN OR-
ange orange land, house, barn and
out, plenty of water, for Les
W. STOCKWELL. 204
A1963: Main 189.

RELINQUISHMENT 200
of land for alfalfa, ditch runs
2 miles west of Brawley,
change on new residence, 204-
W. B. MOOR, box 153,
Home phone 159.

ORANGE AND LEMON GE
For Sale. Exchange. Want.

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MONEY TO LOAN

MONEY TO LOAN—
Real Estate and Insurance

MONEY TO LOAN—\$100 TO \$500 ON
city improved. W. PATTERSON, 200
HIL.

MONEY TO LOAN—\$1000 ON
property; will not divide; loan made to
all NOTARY. ASHL

MONEY TO LOAN ON GOOD REAL
security at 7 per cent. If you need a loan
see us. We will get it for you quick.
See E. M. STOKES with
CHAS. F. STOKES CO. 20

LOAN -- \$12,000, IN SUMS TO SUIT
 First mortgage, private money. I am not
 address E. box 217. TIMES OFFER.
MONEY TO LOAN--
 Any amount on any good security.
 Plenty of second-mortgage money
 1 1/2 to 2 per cent.
J. C. OLIVER, Money Lender,
 430 Chamber of Commerce.
MONEY TO LOAN ON FIRST MORTGAGE
 on business, residence or security given
 to commission. **WESTERN UNDERWRITING**
 CO. AND MORTGAGE CO., 401 Third
 Floor, N. Main. 376.

LOAN—MONEY ON YOUR HOME.
commission, low interest rate. W.
LAMELL, 500 Wilcox Bldg., 24 and 25
LOAN—\$750, \$1000, \$2000, \$3000, \$4000, \$5000, \$6000, \$7000, \$8000, \$9000, \$10,000, \$15,000, \$20,000, \$25,000, \$30,000, \$35,000, \$40,000, \$45,000, \$50,000, \$55,000, \$60,000, \$65,000, \$70,000, \$75,000, \$80,000, \$85,000, \$90,000, \$95,000, \$100,000, \$105,000, \$110,000, \$115,000, \$120,000, \$125,000, \$130,000, \$135,000, \$140,000, \$145,000, \$150,000, \$155,000, \$160,000, \$165,000, \$170,000, \$175,000, \$180,000, \$185,000, \$190,000, \$195,000, \$200,000, \$205,000, \$210,000, \$215,000, \$220,000, \$225,000, \$230,000, \$235,000, \$240,000, \$245,000, \$250,000, \$255,000, \$260,000, \$265,000, \$270,000, \$275,000, \$280,000, \$285,000, \$290,000, \$295,000, \$300,000, \$305,000, \$310,000, \$315,000, \$320,000, \$325,000, \$330,000, \$335,000, \$340,000, \$345,000, \$350,000, \$355,000, \$360,000, \$365,000, \$370,000, \$375,000, \$380,000, \$385,000, \$390,000, \$395,000, \$400,000, \$405,000, \$410,000, \$415,000, \$420,000, \$425,000, \$430,000, \$435,000, \$440,000, \$445,000, \$450,000, \$455,000, \$460,000, \$465,000, \$470,000, \$475,000, \$480,000, \$485,000, \$490,000, \$495,000, \$500,000, \$505,000, \$510,000, \$515,000, \$520,000, \$525,000, \$530,000, \$535,000, \$540,000, \$545,000, \$550,000, \$555,000, \$560,000, \$565,000, \$570,000, \$575,000, \$580,000, \$585,000, \$590,000, \$595,000, \$600,000, \$605,000, \$610,000, \$615,000, \$620,000, \$625,000, \$630,000, \$635,000, \$640,000, \$645,000, \$650,000, \$655,000, \$660,000, \$665,000, \$670,000, \$675,000, \$680,000, \$685,000, \$690,000, \$695,000, \$700,000, \$705,000, \$710,000, \$715,000, \$720,000, \$725,000, \$730,000, \$735,000, \$740,000, \$745,000, \$750,000, \$755,000, \$760,000, \$765,000, \$770,000, \$775,000, \$780,000, \$785,000, \$790,000, \$795,000, \$800,000, \$805,000, \$810,000, \$815,000, \$820,000, \$825,000, \$830,000, \$835,000, \$840,000, \$845,000, \$850,000, \$855,000, \$860,000, \$865,000, \$870,000, \$875,000, \$880,000, \$885,000, \$890,000, \$895,000, \$900,000, \$905,000, \$910,000, \$915,000, \$920,000, \$925,000, \$930,000, \$935,000, \$940,000, \$945,000, \$950,000, \$955,000, \$960,000, \$965,000, \$970,000, \$975,000, \$980,000, \$985,000, \$990,000, \$995,000, \$1,000,000, \$1,005,000, \$1,010,000, \$1,015,000, \$1,020,000, \$1,025,000, \$1,030,000, \$1,035,000, \$1,040,000, \$1,045,000, \$1,050,000, \$1,055,000, \$1,060,000, \$1,065,000, \$1,070,000, \$1,075,000, \$1,080,000, \$1,085,000, \$1,090,000, \$1,095,000, \$1,100,000, \$1,105,000, \$1,110,000, \$1,115,000, \$1,120,000, \$1,125,000, \$1,130,000, \$1,135,000, \$1,140,000, \$1,145,000, \$1,150,000, \$1,155,000, \$1,160,000, \$1,165,000, \$1,170,000, \$1,175,000, \$1,180,000, \$1,185,000, \$1,190,000, \$1,195,000, \$1,200,000, \$1,205,000, \$1,210,000, \$1,215,000, \$1,220,000, \$1,225,000, \$1,230,000, \$1,235,000, \$1,240,000, \$1,245,000, \$1,250,000, \$1,255,000, \$1,260,000, \$1,265,000, \$1,270,000, \$1,275,000, \$1,280,000, \$1,285,000, \$1,290,000, \$1,295,000, \$1,300,000, \$1,305,000, \$1,310,000, \$1,315,000, \$1,320,000, \$1,325,000, \$1,330,000, \$1,335,000, \$1,340,000, \$1,345,000, \$1,350,000, \$1,355,000, \$1,360,000, \$1,365,000, \$1,370,000, \$1,375,000, \$1,380,000, \$1,385,000, \$1,390,000, \$1,395,000, \$1,400,000, \$1,405,000, \$1,410,000, \$1,415,000, \$1,420,000, \$1,425,000, \$1,430,000, \$1,435,000, \$1,440,000, \$1,445,000, \$1,450,000, \$1,455,000, \$1,460,000, \$1,465,000, \$1,470,000, \$1,475,000, \$1,480,000, \$1,485,000, \$1,490,000, \$1,495,000, \$1,500,000, \$1,505,000, \$1,510,000, \$1,515,000, \$1,520,000, \$1,525,000, \$1,530,000, \$1,535,000, \$1,540,000, \$1,545,000, \$1,550,000, \$1,555,000, \$1,560,000, \$1,565,000, \$1,570,000, \$1,575,000, \$1,580,000, \$1,585,000, \$1,590,000, \$1,595,000, \$1,600,000, \$1,605,000, \$1,610,000, \$1,615,000, \$1,620,000, \$1,625,000, \$1,630,000, \$1,635,000, \$1,640,000, \$1,645,000, \$1,650,000, \$1,655,000, \$1,660,000, \$1,665,000, \$1,670,000, \$1,675,000, \$1,680,000, \$1,685,000, \$1,690,000, \$1,695,000, \$1,700,000, \$1,705,000, \$1,710,000, \$1,715,000, \$1,720,000, \$1,725,000, \$1,730,000, \$1,735,000, \$1,740,000, \$1,745,000, \$1,750,000, \$1,755,000, \$1,760,000, \$1,765,000, \$1,770,000, \$1,775,000, \$1,780,000, \$1,785,000, \$1,790,000, \$1,795,000, \$1,800,000, \$1,805,000, \$1,810,000, \$1,815,000, \$1,820,000, \$1,825,000, \$1,830,000, \$1,835,000, \$1,840,000, \$1,845,000, \$1,850,000, \$1,855,000, \$1,860,000, \$1,865,000, \$1,870,000, \$1,875,000, \$1,880,000, \$1,885,000, \$1,890,000, \$1,895,000, \$1,900,000, \$1,905,000, \$1,910,000, \$1,915,000, \$1,920,000, \$1,925,000, \$1,930,000, \$1,935,000, \$1,940,000, \$1,945,000, \$1,950,000, \$1,955,000, \$1,960,000, \$1,965,000, \$1,970,000, \$1,975,000, \$1,980,000, \$1,985,000, \$1,990,000, \$1,995,000, \$2,000,000, \$2,005,000, \$2

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ERY property, net over \$5 per cent, to
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 one-in cottage; will pay per
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... F. box BA. THE WILL PAID
... NED-MONEY: \$80; ...
... at month from prison ...
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... PRICE
... - \$200, I, 70 I ...
... . to build on \$200 ...
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SALE-A-LIVE AND AN INVESTMENT
in hotel to be erected on Spring st. near
st. Bonds and bonus stock of first \$1,000
guarantee \$2 for \$1. This ad will ap-
pear but this week. S. B. DEXTER MAN-

CATE, 331 L. A. Investment Bldg.

LXXIST YEAR.

SUNDAY MORNING, OCTOBER 13, 1912.

THE LAND: For Free Soil and Free Water
For Free Shipyards and Free Wharves

There is only ONE BELLEHURST

There is only one BELLEHURST and it's in Glendale. There is no property that can touch it in character, quality or price. It has no rival in Glendale or anywhere else. All we ask of you is to let us take you over it in our auto. We are perfectly willing to show you every other tract that you want to see. But there is only one BELLEHURST and you will acknowledge that it can't be duplicated.

You will be surprised to see that in spite of the low price of this property it is virtually in the very center of Glendale. Think of it—only four blocks from the City Hall—1000 feet from Brand Boulevard—2000 feet from the projected Verdugo Canyon R. E. car line.

Remember that you can buy a lot in Bellehurst for \$350. Not a little lot—but a BIG ONE, 50x144, with 60-foot street, 5-foot sidewalk and 6-foot parking. And with one of the finest views of the mountains to be had in all Glendale.

Furthermore Bellehurst is IN Glendale, not adjoining it or near it. This means much to you and to every property owner. It means Glendale's protection—municipal electricity—well kept streets—city conveniences. Go out today.

E. P. Thom & C. D. Thom
414 Bradbury Bldg. Cor 3rd & Broadway

Big Lots

In the heart of magnificent Rodgers Park, where 100 homes are sold and 60 more are building now. Property all around highly improved. Right on two big through streets—Vermont avenue, 120 feet wide, and Florence avenue. Many lots front on Florence. Every lot a big bargain. Half the lots in the tract are already sold. On the balance special terms—only

\$10

cash, then \$10 a month. The payment includes everything, principal, interest and taxes. For \$10 a month you cannot afford to let one of these magnificent lots slip by. Splendid car lines, frequent service right through this tract. Electricity, gas, water, model stores, 7400 feet of frontage, free tennis courts, playgrounds, perfect streets, every improvement ready now.

Rodgers Park

is the biggest success ever placed on the market in the Southwest. It includes 160 acres of the finest property in that section, elaborately laid out. Money has been spent lavishly in making it perfect.

\$300,000.00 Improvements

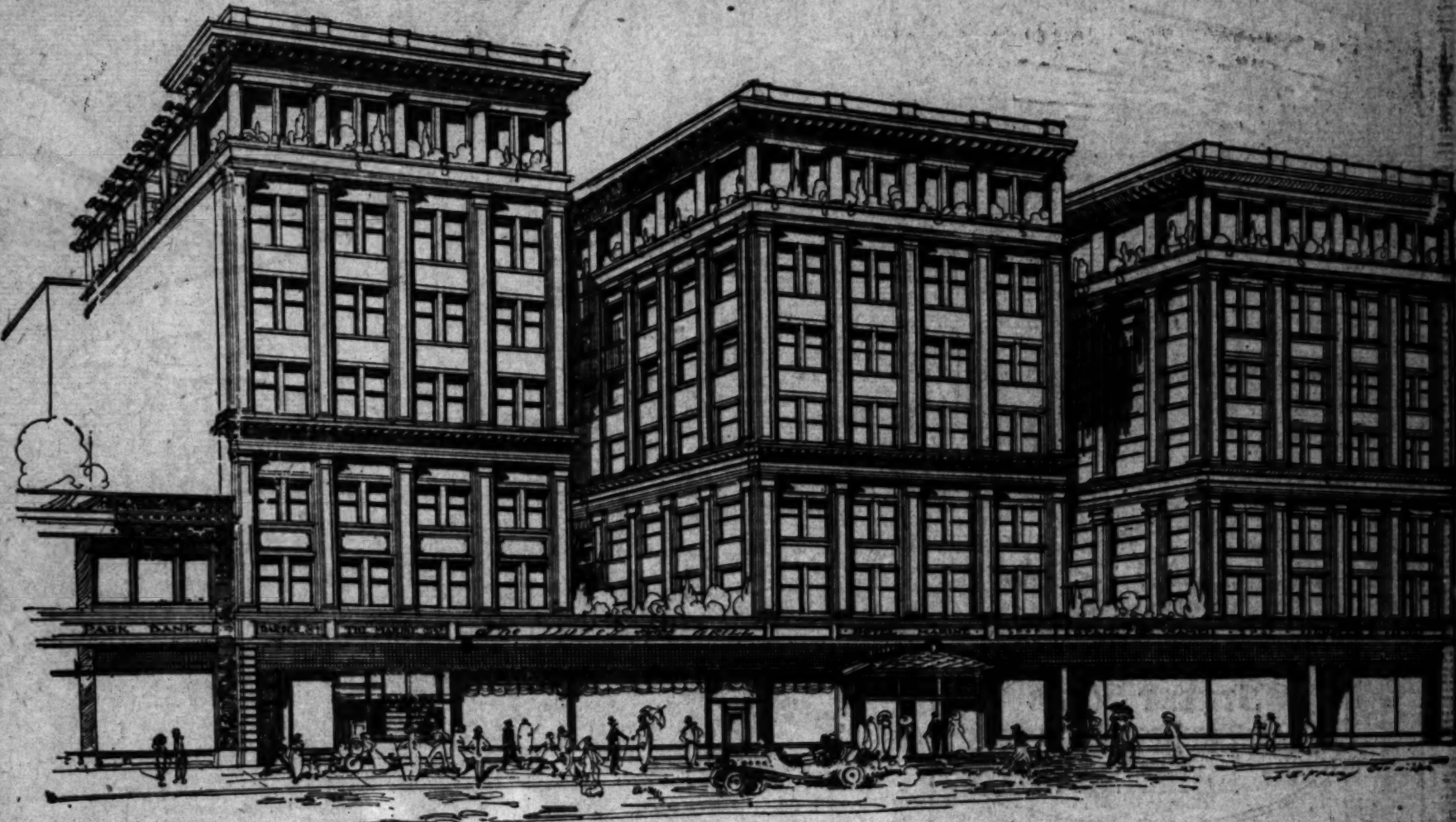
already completed in this big tract. Hundreds of thousands more being invested right now. Buildings and improvements are going up all around. You can't miss a big money-maker by an investment in one of these lots right now. While they last the terms are only \$10 cash and \$10 a month.

Buy Now

Lots as low as \$700. Take Vermont Heights car on Broadway, or a Manchester Avenue car on Hill street, and get off at Florence Avenue or Seventy-sixth Street. Our agents right here. Or come to our office and see the property in one of our automobiles.

The Angier Investment Company
333-337 South Hill Street
Phone: Home 60127—Main 2248.

First of the Modern, Fireproof Structures of New and Greater Ocean Park.



Splendid hostelry projected by G. M. Jones for site of devastated apartments. Plans are being drawn by the McGibbon-Frery Company.

FIRST BUILDING OF NEW OCEAN PARK GREAT HOTEL.

Splendid Reinforced Concrete Structure, Costing Quarter Million, to Rise on Site of Devastated Apartment-house—Plans Shaping for Several Other Substantial Improvements in Fire-Safe Resort City.

THE fire which devastated the business section of Ocean Park a few weeks ago promises, strangely enough, to be the making of that popular shore resort and recreation center. It was a disastrous sight that was presented to the throngs of the curious who swarmed to the stricken city the day after the fire. At that very moment, however, the plucky property owners who had been wiped out by the disaster were bravely planning the new and greater Ocean Park that is to be.

Nothing daunted by their losses these business men wisely and pluckily decided to call the havoc wrought by the fire a lesson. The losers by the disastrous conflagration agreed not only to rebuild the structures destroyed, but to create a commercial and recreation district which would contain only buildings of fireproof or semi-fireproof construction. There will be no more devastating fires at Ocean Park. On that the beach builders are determined.

On this page of The Times is pictured the first of the modern fireproof structures which are to be reared in the stricken area of Ocean Park. This is a splendid reinforced concrete hostelry to rise from the site of the former Marine apartments, one of the handsomest of the buildings wiped out by the fire. The Jones plan for the new structure is a masterpiece of modern architecture. The building will be a masterpiece of modern architecture. The building will be a masterpiece of modern architecture.

FINE BLOCK FOR SOUTH OLIVE.

PROJECT IS RESULT OF HALF-CENTURY LEASE.

Building to be at least eight stories in height—will stand on North of Seventh on Fifty-foot Lot. Other Leases at Good Rentals Reported by Brokers.

The immediate erection of a fireproof store and loft building of eight or more stories in height on the west side of Olive street just north of Seventh street is practically assured as the result of a fifty-year lease just concluded between D. Bottler, as lessor, and Shirley Ward, as lessee, and covering the site in question. The deal, which was handled in its entirety by Metcalf & Ryan, involves a total rental consideration of approximately \$400,000.

Bottler has held the property since 1874, in which year he acquired it for a small sum. The site, which is 50x150 feet in size, is unimproved.

Ward is the president of the Standard Fireproof Building Company which is at the present time erecting a thirteen-story store and loft building on the north side of Seventh street just east of Olive. The building projected for the site on Olive street will be of much the same character.

Metcalf & Ryan also report the following short-term leases: Cluett, Peabody & Company from A. F. Gilmore, 50x134 feet at Nos. 524-526 South Los Angeles street, for five years at a total rental of \$15,000. The big collar concern will maintain its southwestern headquarters in this storehouse.

Hewlett Merritt to the Canadian Pacific Railway Company, room at No. 712 South Spring street, for four years, total rental, \$16,800. Hewlett Merritt to Golden State Shoe Company, room at No. 122 West Seventh street, four years, total rental \$15,000. A. L. King to the Moss Tailoring Company, room at No. 126 South Spring street, five years, \$15,000 rental.

TO BE OPENED SOON.

Vermont Heights, a tract of 131 acres, well within the southwestern city limits of Los Angeles, and lying between Vermont avenue and Figueroa street, is shortly to be placed on the market by the Western Building and Improvement Company. The tract has already been subdivided. The company will erect a number of bungalows for the market.

BUILT AROUND COURTY.

Crown City Apartments Boast Many Attractive Features—New Packing-House Erected.

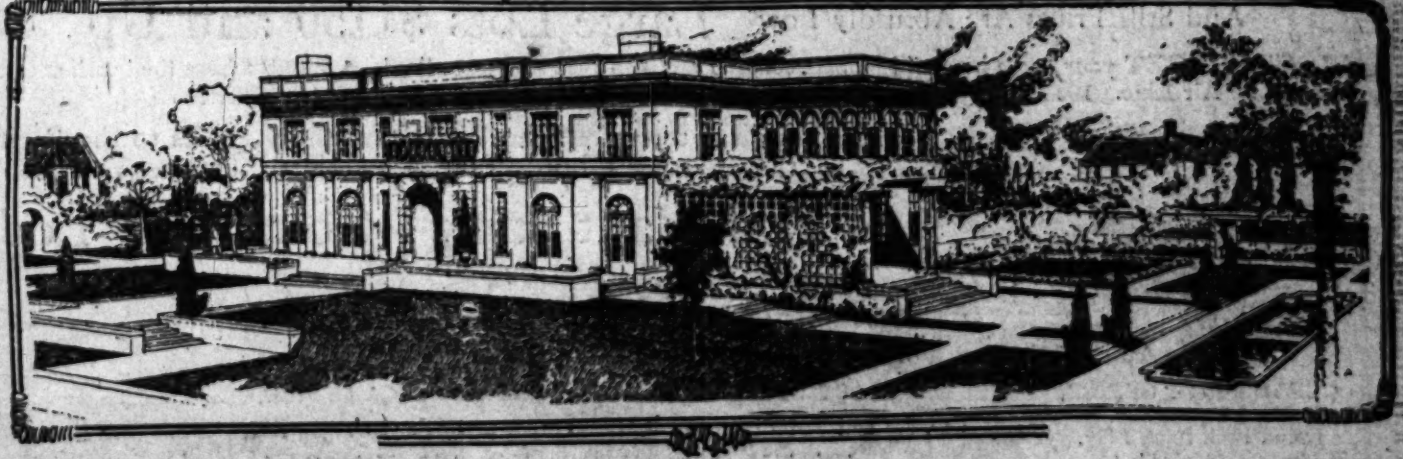
PASADENA, Oct. 12.—The most pretentious of new improvements upon which work was begun this week is to be a twenty-eight-room, two-story apartment-house, to go up at Nos. 455-59 Wilsons avenue. The site is near Orange Grove canyon, in a fashionable part of the city. The building will cost \$15,750, and will be built by E. W. Haskins. The contract has been let. The building will be constructed around a court, which will be one of its most attractive features. It will be a frame structure with shingled exterior.

The Pasadena Grange Grocers Association has had plans prepared for a \$15,000 packing-house, to be erected on South Main street, south of Glenhurst street. It is expected by the officers of the organization that work may be begun within a week's time and that the plant will be complete and ready for use by February 1, 1913.

The building is to be an attractive structure of mission design, surrounded by a lawn. It will take the place of the packing-house now in use which was put up on ground leased from the Santa Fe Railroad, and which is not adequate, to meet the demands of the plant upon it.

Of building permits issued last week those for improvements to cost \$1000; or more, were: George L. Paterson, six-room bungalow, No. 343 State street, \$1000; Charles C. Miller, greenhouse, No. 29 North Mentor avenue, \$1000; T. T. Taikinen, eight-room bungalow, No. 1067 Maple street, \$1200; Mrs. W. V. Goddard, six-room bungalow, No. 1147 North Wilcox avenue, \$1175; Dr. W. C. Roberts, five-room bungalow, No. 459 East Colorado street, \$1000; Through Polytechnic Elementary School, additions to classrooms, No. 1440 East California street, \$1000; E. W. Haskins, No. 256 North Marengo avenue, two-story apartment-house, No. 455-59 Wilcox avenue, \$15,750; E. A. Morehouse, five-room bungalow, No. 1294 North Hudson avenue, \$1000, and Joseph Wolfenstetter, ten-room residence, No. 415 South Madison avenue, \$12,000.

Beautiful Residence for Fashionable New West End Tract.



West View street home of C. O. Middleton, J. Marijn Haenke, architect.



Brentwood Park

On San Vicente Boulevard, Near the City of Santa Monica, by the Sea

A SUBDIVISION—THE CROWNING TRIUMPH in a great landscape engineer's desire to produce an unparalleled masterpiece.

TO MANY, THIS BEAUTIFUL PARK has been a revelation. It would be to you if you have never motored through it. Few persons have ever realized there was a beauty spot like this near Los Angeles.

WHAT'S IN A NAME? Lots of promise and fulfillment, if the quality standard is equal to the rigid one of Brentwood Park. It IS A PARK in every sense of the word.

THE TIME HAS COME when successful men and women are looking just a little farther than the narrow confines of a city. With the advent of the auto and the good roads, every day is a "joy" day, if you can motor in from a place like Brentwood Park.

NOT ALONE AN INSPIRING PANORAMA of mountains and sea, but a view of a great city is to be enjoyed.

VALUES AT BRENTWOOD PARK are the interesting features and commend themselves to thoughtful investors. Lots in Santa Monica overlooking the Canyon and the Ocean have already sold for as high as \$12,000. We can offer you lots twice the size in Brentwood Park overlooking Santa Monica Canyon for one-fourth the price.

IT IS A FACT EASILY SUBSTANTIATED that prices here are lower than those asked for raw acreage in this district. Brentwood Park property was purchased at a time and at a figure that permit this extraordinary offer.

Moderate Prices and Reasonable Terms

ABSOLUTELY NO PIONEERING—water, gas and electricity are available. The finest school facilities are close by. The many beach resorts are but a short ride away. Some of the finest suburban homes of representative Los Angeles financial and business men can be found in Brentwood Park.

BRENTWOOD PARK AND SAN VICENTE BOULEVARD are on the threshold of a great upward movement. Will you come in on the high tide later and pay more, or will you buy NOW? Your action will decide your profit.

RIDE OUT TODAY IN YOUR MACHINE, via Wilshire Boulevard, Country Club and "Vestgate." It's but a forty-minute ride. Or, if you prefer, phone us now for a trip Today in one of our touring cars.

ABSOLUTELY NO CHARGE. We want people to become acquainted with the advantages and future of this property. Cars leave Wright & Callender Building.

*Touring Cars Leave Every Hour.
Phone or Call for Reservation.*

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CREATE STRIKES FOR THEIR JOBS

THE PURPOSE FOR WHICH LABOR UNION LEADERS LIVE.

Employers and Workmen Could Easily Get Together if It Were Not for Agitators, Who Fear They Will Lose Their Employment and Have to Go Back to Work.

"Why Unions Insist Upon Recognition" is the title of an editorial contained in a recent number of the Industrial Gazette, which is the official journal of the Pennsylvania State Association and National Association of Builders' Exchanges. The editor concludes that labor and capital could easily get together were it not for the labor leaders whose job depends upon their creating strikes. The editorial says in part:

The employer is seldom the tyrant blood-sucker of his laboring men, women and children that union leaders and muck-rakers love to depict; with rare exceptions he is a pretty decent fellow, who likes his working people, and willingly pays full going wages, and runs at short hours as his trade will permit.

Of prime importance to him, on the other hand, is the kind of work he gets for wages paid. No man can serve two masters; for either he will hate the one and love the other, or he will hold to the one and despise the other. When recognition means that employees must take orders from half a dozen different unions instead of from the man who pays them, that old and faithful hands must quit or leave; that sympathetic strikes and boycotts and refusal to handle non-union material may involve him in the troubles of distant strangers; in short, that brains, foresight and energy may any day be ripped out of his business, as a scullion rips the scale from a fish, and it must be plain on the gridiron of competition—all of this being exactly what recognition does mean—verily the employer is bound to fight.

Labor-union leaders are held back by no financial responsibility of their own or of their unions. The union leaders comfortable salaries run on, and union treasuries are on tap. The laborer's personal importance is increased enormously during a strike, while the grievers among them—and union money is full of grief—the strike is their greatest opportunity.

Let us inquire now what are the really existent interests of wages working people, and upon them try to build logical and useful principles of association with those of their employers, who, possessing brains, will never also control capital. Those interests are, as I see them:

Employment.—The laborer must have a job, furnished him by some one for he has not the ability to create one for himself. It must be continuous; for his time is all he has, and every day lost is so much pay forever lost. His, himself, should be his own job; nor should it be subject to interruption by quarrels of other men with other jobs in which he has no concern.

Freedom to work.—If employment is not paid, or is unsuitable, he is absolutely vital that the laborer shall be free to seek any other employment or locality without being put in or out by union walls. It is not for him as for the community, but like capital, should be free to flow where most needed; to ample supply everywhere, in season nowhere.

The highest going wages.—Regularly paid wages, the world over, are practically absorbed by the product of each country. It is idle to attempt to secure more. The only way the employer can induce, or indeed enable, to produce the utmost in return, is to make him prosperous. For, over business always pays the highest wages, a losing business practices lower wages. Therefore, up to the point of healthy fatigue, the worker in his own interest should put heart and back into his work, in order to secure the brain that will best to increase output and unit-cost to his employer and to the community.

WORKMAN'S VALUE AND WAGES PAID.

SUBJECT THAT IS AS OLD AS CHRISTENDOM.

From the Beginning Some Talents Have Been Used to Designate the Value of Each Man's Labor to the Community, and a New Dispensation Is Now Sought.

Memphis Commercial Appeal:} men being born and dying, those boundaries of human life, lies the intermediate fact of living. As we live, in some way we must construct the human family to which each current month brings with it difficulties and greater cost. We must, either by our individual work or the work of some one else, the man weighed down with the heavy burden of his own life, must himself if he hopes to continue the human struggle.

Each decides the relation between work and property. We are born into a community which possesses a certain amount of property. We must employ or increase that property with our hands or with our brains. Every child has found, however slender it may be, the relation of the sum total of the capital of the community in which he lives. He has seen the Yankee common-lawyer, the man who gets what he wants and to keep, prudently, beyond that world is now looking for some general solution of the problem in its relation to labor. A new order of things is being sought for and expected. A new dispensation is sought. A new

THE REAL FACT. CREATE STRIKES. FOR THEIR JOBS.

THE PURPOSE FOR WHICH LA-
BOR UNIONS LIVE.

Employers and Workmen Could
Do It Together If It Were
Not for Agitators, Who Fear They
Will Lose Their Employment and
Have to Go Back to Work.

"The Union Must Be Recognized"
is the title of an editorial con-
tributed to a recent number of the
Industrial Gazette, which is the official
journal of the Pennsylvania State As-
sociation and National Association of
Businessmen. The editor con-
cludes that labor and capital could
only get together were it not for
the labor leaders whose jobs depend
upon their creating strikes. The edi-
torial was in part:

The employer is seldom the tyrant
and master of hapless laboring men,
women and children that union lead-
ers and much-rakers love to depict;
with rare exceptions he is a pretty
fellow, who likes his working
people, and willingly pays full going
wages, and runs as short hours as his
work will permit.

Of great importance to him, on
the other hand, is the kind of work
he gets for wages paid. No man can
run two masters; for either he will
use the one and love the other, or
he will hold to the one and despise
the other. When recognition means
that employers must take orders from
a union of men instead of from the
man who pays them; that old and
faithful hands must be thrown out
or leave; that sympathetic
and boycotts and refusal to
handle non-union material may uncer-
tainly and suddenly involve him in
troubles of distant strangers; in short,
that brain, foresight and energy
may any day be ripped out of
him, he is a scoundrel ripe for the
kick from a fist, and it must be
admitted that the grip of competi-
tion of this being exacted from
him does mean—verily the
employer is bound to fight.

Labor-union leaders are held back
by a financial responsibility of their
own, or of their unions. The union
may suffer individually, but the
employer's comfortable salaries run on,
and union treasures are on tap. The
labor personal importance (for-
giveness during a strike, while for
the employer among them—and union
loyalty is full of graft—the strike is
the greatest opportunity.

Let us imagine now what are the
true motives of the laborer who
wages wage, and upon them try
to hold against and useful principles
of competition with those of their fol-
lows, who, possessing brains, will
also control capital. Those
men are, as I see them:

1. The laborer who has a job, furnished him by some
one else, for he has not the ability
to make one for himself. It must be
admitted for his life that he has
every day lost is so much pay
withheld. He, himself, should be
able to make one for himself, or
at least to interrupt or cripple
the job he now should be able to
interrupt by quarrels of
others with other jobs in which
he is engaged.

2. The laborer who works—if employment
is not paid, or is unsuitable,
he is usually vital that the laborer
is to be free to seek any other
employment or locality without being
held to by union walls. It is
admitted as for the community.
3. The laborer who, the capital, should be
able to flow where most need-
ed, to supply everywhere, in
the labor market.

4. The laborer who wages the world
is usually about the product
of the country. It is idle to attempt
to make more. The only way the
laborer can induce, or indeed enable,
anybody to pay the highest wages
possible is the utmost in return.
5. The laborer who does not follow that a pro-
gressive business always pays the high-
est wages, a being business prac-
tice. 6. The laborer who, up to the
point of healthy fatigue, the work-
ing man has an interest should put
his heart and back into his work. In
other words, he should be paid for his
work; doing it to increase output and
to benefit the community.

THE GREAT QUESTION. WORKMAN'S VALUE AND WAGES PAID.

THE FACT THAT IS AS OLD AS
CHRISTENDOM.

From the Beginning Some Folks
Have Been Used to Designate the
Value of Man's Labor to the
Community, but a New Disposition
Is Now Being.

[The Commercial Appeal:]
The relation between man and
the products of human life, has the
characteristics of a fact of living. As
we live, in some way we must
produce the human family to
which current month brings with
it difficulties and greater cost.
The man, either by our individual
effort or the work of some one else,
has been weighed down with the
weight of years and that he must
continue to live if he hopes to continue
the human struggle.

Man's relation to the relation between
man and property. We are born
into a community which pos-
sesses a certain amount of property.
We must employ or increase that
property with our hands or what we
find upon property to be-
come a child has food and
clothing and shelter to live. The
community is how much shall the
man have in the community in which
he lives. The man's generally com-
mon sense is to get what he
can and to keep it. But the world is now
being taught that old-fashioned
policy in the relation to la-
bor is a new order of
things, and expected. A new
order of things is being expected.

adjudication of the standing of each
is played for. Not only theoretical
socialism, but practical religion is not
content with the "let alone" doctrine
that leaves labor and capital to drift
at will according to their own vol-
ume and current.

The old-fashioned doctrine of let-
ting things alone leads us to social
problems instead of to social ethics
and omits the element of justice and
humanity that belongs to the true
science of society. Universal liberty,
unlimited competition and every man
for himself sound all well enough,
but such lawless individualism is not
true civilization, for it neither recog-
nizes the essential principle of co-op-
eration in the many nor the moral
principle binding on the individual.

A universal scramble for wealth
among all and a poorhouse or a grave-
yard for those who pocket nothing.
In the scramble, is not the civilization
that we have taught and apostles
have preached and patriots have died
to establish.

This is a false, perverse and tyr-
annical form of socialism, because it
leaves property to the lawless drift of
the masses and individuals to their
willful and despotic course.

We do not have any true science
of society unless we begin right, by
taking for granted the justice of God
and the duty of man toward his neigh-
bor.

We do not define work unless we
recognize its human or personal as-
pect as well as its material quality, and
remember that it is a man, and not a
machine or a beast of burden, who
does the day's work. Nor do we cor-
rectly define wages or property in
general, unless we include all human
worth as well as material commodity.

We must expect even the day la-
borer to work kindly and respectfully,
as well as constantly, and he should
be encouraged to do this by good
will and money, and he should try
to make use of his earnings for the
best good of himself and his family.

We should try and enlarge the
amount of human good in the world,
especially among the masses. It is
gold.

only by doing this can we ever hope
to equalize the pay roll of Christen-
dom.

A SURLY EXHIBITION.

[The American Employer:] The
Detroit Federation of Labor early in
September gave a very surly exhibi-
tion of the distaste of organized la-
bor, at all events, as represented by
the so-called leaders, for anything
that represents the law. A motion
was made to thank Police Commis-
sioner Croul for the fine manner in
which the police conducted the Labor
Day parade and the courtesies he ex-
tended the workers on Labor Day.
This motion met with such opposition
that it was withdrawn before it came
to a vote. Everybody admitted that
the police department did fine work
and that the commissioner extended
personal courtesies, but they would
not thank him for "doing his duty
as a public official." Members of
the federation on the floor said that
the labor people were entitled to all
they got, and instead of their thank-
ing the commissioner, he ought to
thank them for his job.

Working Large Force.

A large force of men is at work
on the Arizona Empire Copper Mines
Company's extensive copper holdings
near Parker, Ariz., where thirty-six
claims are owned. The ore being
mined are copper carbonates, carry-
ing a large percentage of iron and
lime, besides the copper values. A
fair gold value is also carried.
The mines are opened up to a depth
of 300 feet in three different places,
and there are over 6000 feet of devel-
opment work on the property. It is
stated that the Arizona Empire mines
were thoroughly sampled by two ex-
perts recently, who found that over
100,000 tons of ore, averaging better
than \$19 a ton had been developed.
A recent shipment of one carload car-
ried 22 per cent. copper and \$2 a ton
in gold.

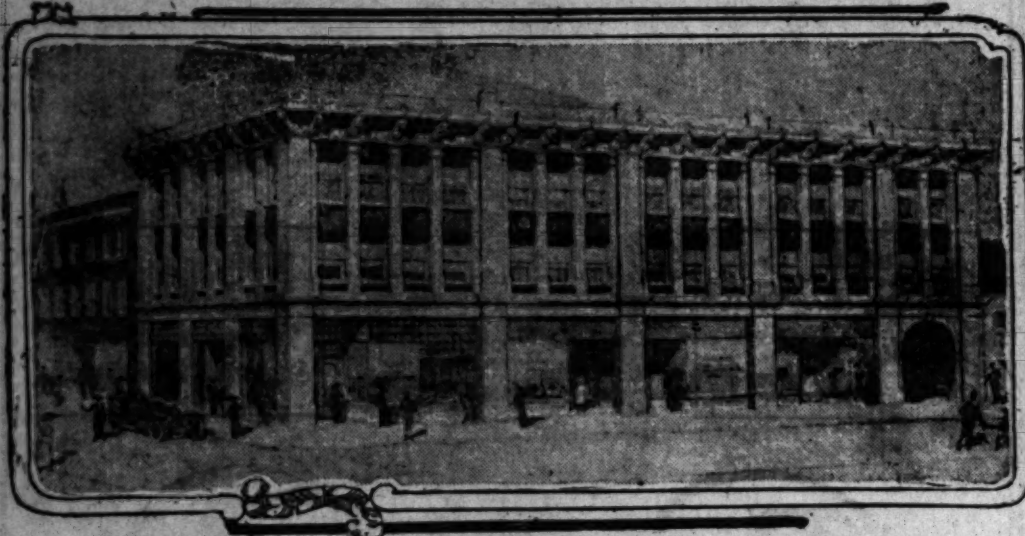
REPORTS ON WAGES.

(Continued from Seventh Page.)

paid in 1896 and in 1912, show large
increase in the sixteen years:

	Per week.	1912.
Wearers room:	\$4.40 to \$4.90	\$12.00 to \$15.00
Room hands	4.40 to 4.90	4.90 to 11.00
Overseer	5.00	12.50
Spool room:	5.00	5.50
Room	5.00	5.50
Warpers	4.90 to 5.00	5.00 to 10.50
Spoolers	4.90 to 5.00	5.75 to 10.00
Spinning room:	5.00	5.50
Overseer	5.00 to 5.50	4.90 to 7.25
Second hands	4.90 to 5.00	4.90 to 10.50
Doffers and cleaners	4.90 to 5.00	4.90 to 10.50
Card room	5.00	4.00
Overseers	5.00	12.50
Second hands	5.00 to 5.50	12.50
Picker foreman	5.00	5.50
Picker hands	5.00 to 5.50	5.00 to 10.50
Grinders	5.00	12.00 to 13.00
Room hands	5.10 to 5.60	6.00 to 8.00
Warpers	5.10 to 5.60	5.00 to 10.50
Spoolers	5.10 to 5.60	5.00 to 10.50
Spinning tenders	5.20 to 11.00	9.00 to 12.00
Warpers	5.30 to 11.00	9.00 to 12.00
Spoolers	5.30 to 11.00	9.00 to 12.00
Dye house	7.50 to 11.00	9.50 to 12.00
Card hands	5.00	5.00
Warpers	5.00	5.00
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Warpers	5.00	5.00
Spoolers	5.00	5.00
Card hands	5.00	5.00
Warpers	5.00	5.00
Spoolers	5.00	5.00
Card hands		

Modern Office Building for Crescent Bay City.



Fine block being erected at Santa Monica for A. A. Juniper.

PEACE, PERFECT PEACE.

BY ALMA WHITAKER.

Peace really only has one advantage over war that I can discover and that is that the women get killed off as well as the men in the piping times of peace.

The miserable fact, has certainly been forced upon us during the last few years that when there is no really large, properly organized war on hand, every section of the community jumps at the opportunity to fight each other.

England's Boer War cleared the air splendidly and ensured her ten years of peace—and during that benign and prosperous period she has had nine great and terrible strikes, three of which held the country in a state of siege, and in addition the suffragettes took their long awaited opportunity to make things lively, the home rulers leaped into the arena flourishing affidavits, the syndicalists tried their wings, the passive resisters repudiated their taxes for the education act, and now the British Medical Association, which represents the doctors of the United Kingdom, have struck against their share of the new Sick-Benefit Insurance Act. In the meantime Ulster is preparing for civil war in case the other half of Ireland secures home rule at last.

And all the while a great war between England and Germany is looming on the horizon and all the great European powers are building war ships against time and preparing anxiously for that glad day when they can have a job at the foreigner's throats instead of each other's.

Truly modern peace is far and away more expensive than old-fashioned war and quite as disturbing.

"Italy's war with Tripoli" was a positive godsend to the nation," said an Italian Minister the other day. "Our people were getting restless and socialist uprisings were prevalent everywhere. Now they have an outlet for their spleen against Turkey and the government has but one trouble on its hand instead of several."

See, too, how China has celebrated her era of peace. Russia and Japan had the last big war and they are only just beginning to feel better. And what is the very first thing they both do? Pass colossal estimates for new navies, prepare on a vast scale than ever for the next war.

Germany is suffering from a ramp-

ant socialist menace, so what do her great statesmen do to ward off the revolution? Start a war scare, of course. Turn attention to the wicked machinations of England, concentrate spite and distrust upon the hated foreigner. England is slowly appreciating the wisdom of this course, too, hence the establishing of Winston Churchill at the Admiralty—the one Cabinet Minister who can be relied upon to be properly and sumptuously war-like. So long as the mild Mr. McKenna, with his socialist leanings, was at the head of the Admiralty, no war scare could ever carry conviction in England. No longer do British statesmen babble of "maintaining the peace of Europe except under excessive provocation." Winston Churchill is changing all that. "Come within ten feet of my tail and I'll gild you down in one swallow" is his attitude; but perchance he is too late, for the home rule campaign, the suffragettes, the anti-insurance campaigns and the labor unions all had a fine start and have got the nation speeding down to chaos at a terrific pace. Can Winston stop it? A big war with Germany now might prove the savior of the world. I am not sure that it would not be a masterly act of statesmanship for the ministers of both countries to mutually agree to war for the benefit of their respective nations—and then let loose the press.

One of the chief reasons why Socialists are all anti-militarists is because there is not the shadow of a chance for their precious doctrines while their country is involved in a big war. Patriotism is one of the inherent qualities of the race—often unreasoning, misplaced, misapplied, but one of the saving graces of humanity. It is an instinct like mother-love and, like it, rarely goes astray.

The fact is peace is a beautiful religion that we all believe in, all entirely approve of, all indeed, greatly admire—but we simply cannot act up to it, no matter how we try. Peace is a lovely ideal, a subject for aspirations and inspirations, but we cannot seem to get it properly domesticated.

Standard Oil's Fleet Divided. [Pittsburgh Dispatch.] The fleet of steamers owned by the Standard Oil Company has been divided into two parts, following the dissolution of the company. By the arrangement effected the Standard Oil Company of New Jersey has taken over

the foreign carrying trade and the coastwise vessels go to the Standard Oil Company of New York. The latter company also takes the lighterage business. Both companies already have begun a great enlargement of their fleets. The New Jersey company has twenty-two ships under way in foreign shipyards, and the New York company has ordered fourteen ships and barges, to cost approximately \$2,000,000, as well as four-teen wooden boats which will be used in New York harbor.

BLOCK IS MODERN.

Fireproof Store and Office Building Started in Heart of Beach City. Helps Anchor Business Section.

SANTA MONICA, Oct. 12.—Construction has been begun upon a store and office building for A. A. Juniper at the southwest corner of Third street and Oregon avenue. The block, which will be one of the most modern in the Crescent Bay district, was planned by Te Plenary Building Company of Los Angeles, which concern is also building it.

The structure will be of the steel frame type and three stories in height, the foundation and walls being made of sufficient strength to support two additional stories. The exterior will be of white enamel brick, the trim being of terra cotta. The lobby will have a tile floor and marble wainscoting. The floors throughout will be of hardwood, the interior trim being of birch.

The block will contain four stories on the first floor and thirty-four offices in the upper stories. Its cost is given at \$45,000. The structure will cover a ground area of 40x100 feet. Juniper owns fifty feet adjoining on Third street and it is his intention to improve this site also at an early date.

The project is notable as marking the faith that the business men of Santa Monica have in the older portion of the business section. A year ago many believed that the development would all be to the south, toward Venice, but now the wise ones are convinced that the present business section is permanently anchored. The north beach district was never before so active and never was there so much activity in prospect.

Big Land Purchase Assures Great Profits

The purchase of 1471 acres of rich land by the Gibraltar Investment and Home Building Company means certain profits for Gibraltar shareholders. This broad acreage, protected by the mountains and immediately adjoining the city limits of Bloomington, is supplied with abundant water, already piped, and is the best land to be had for the growing of olives, oranges and lemons. Through the expert knowledge of our directors, gained through long experience in the land values and horticultural possibilities of this section, the 1471 acres were bought for \$198,875. Planted to our own trees from our immense nurseries, this land will be sold in subdivided tracts, the high market value of which will assure great profits. Planted to olives, oranges and lemons, this land will sell for at least \$450 per acre, or a total of \$661,950. We have grown the trees to plant this ground at a cost of less than \$70,000. Do a little figuring for yourself and you will see why Gibraltar makes profits for its shareholders and why you should be one of them.

Buy Gibraltar Now--and Become a First Partner in the Big Profits of Co-Operative Land Development

The entire tract lies in the famous district which won the sweepstake prize for Washington navel oranges at the National Orange Show at San Bernardino this year. No better land can be had, while the Southern Pacific runs through it, as does the Ocean-to-Ocean Highway route. The altitude of 1100 feet is ideal for horticultural purposes. The Southern Pacific station at Bloomington is within 100 yards of the packing house for lemons and oranges that is on one corner of the land. The Riverside and Bloomington Railway is within 500 feet, and the plant of the Curtis Olive Company is just across the street. Orange and lemon groves surround the tract, and the mountains lie on either side, while the distance is 54 miles from Los Angeles.

By reason of the great advance of Gibraltar and the

acquisition of property, the 8 per cent. preferred stock will advance on Monday, October 21, to 13 cents a share. Gibraltar's last quarterly dividend of 2 1/4 per cent. was paid September 1st, and the next will be paid December 1st at the rate of 12 per cent. per annum on par, or 8 per cent. for the quarter. Besides owning the greatest supply of growing olive trees in the world for the planting of our own land and supplying this thriving industry, Gibraltar is completing plants at Hemet and San Bernardino for the propagation of 6,000,000 more olive trees besides other nursery stock. New nurseries have been planted at Redlands, Hemet and Rialto, and other nurseries purchased, making a total of over thirty owned. This progress means big profits for Gibraltar shareholders.

Gibraltar's Growth and Increased Assets Demand the Increase in Price of Stock to 13c October 21

Stock may be purchased now for cash or on 20 monthly payments at 12 cents a share. This stock is exchangeable at full market value for any land that Gibraltar owns that is for sale and any equity in the land purchased from us is exchangeable for stock. Preferred stock is unlimited in sharing all greater profits beyond the 8 per cent. guaranteed.

Schedule of 20 Monthly Paym'ts at 12c per Share

200 shares, payable \$	1.20 monthly, cost \$
400 shares, payable	2.40 monthly, cost
600 shares, payable	3.60 monthly, cost
1,000 shares, payable	6.00 monthly, cost
5,000 shares, payable	30.00 monthly, cost
50,000 shares, payable	300.00 monthly, cost

Without Obligation, Send Me Full Particulars of an "Immediate Opportunity"

Name

City

Gibraltar Investment and Home Building Company

ISAIAH MARTIN, President
142 South Spring Street

Get 6% on Savings in this Gold Note

Backed by the Largest Paid-in Capital and Surplus of any Financial Institution on the Pacific Coast

The Gold Note is a safe investment security, issued in denominations of \$100, or more up to \$5000, for 90 days, 3 months, 6 months or longer, suiting the needs of the investor. Gold Notes pay 6% interest, payable quarterly.

You can invest as little as \$100 for as short a time as 90 days, and then withdraw your money together with full interest. Or you can invest \$100 for a year or more and draw your interest quarterly. You can also buy a Gold Note on installments of \$1 or more. Every payment draws 6% interest.

The confidence of the public in Los Angeles Investment Company investments is proved by a list of almost 25,000 holders of this Company's securities.

Over \$10,000,000.00 Security

Gold Notes are backed by the entire paid-in capital and surplus of the Los Angeles Investment Company. This totals more than \$10,000,000.00—a security based on the ownership of millions and millions of dollars worth of first mortgages and choice Los Angeles business and subdivision property. Including the entire issue of Gold Notes and all other obligations, there is a security of over \$800.00 backing every \$100 Gold Note.

For safety, convenience and liberal income, there is no more desirable investment security on the market. Every dollar placed in a Gold Note earns 6%. No investor in a Gold Note ever has failed to receive his money back in full on demand.

Get your Gold Note today

Los Angeles Investment Company

333-335-337 South Hill Street

Founded 1895, Established Los Angeles 1895, Incorporated in California 1899

Right Now Is the Time to Join the "Standard Building" Company

You'll Share in the Rich Profits to be Made From the Development of



Our Two Unique Features

Don't forget 'em.

1. You can apply our stock on the purchase of any of our real estate offered for sale—receiving full benefit of all value increase in the price of your stock.
2. If you buy a home from us you may at any time exchange your cash equity for fully paid up stock in the company.

"Standard Place"

"STANDARD PLACE," the new 20-acre tract just purchased by the Standard Building Investment Co. Closed the last week. "Standard Place" will be one of the beauty spots of Los Angeles—we'll develop it with the best type of bungalows ever built in Los Angeles to be sold on easy terms to the avaried man and wage earner. Note the character of the contemplated improvements, the charming little park—the proximity to stores and lines. And the development of Standard Place means liberal profits for "Standard" stockholders.

If you want your share of these profits, now's the time to tie up with us. Over 700 stockholders on our books. And, remember, while we're selling stock we're at the same time building and selling houses. We're hard at it—completing new bungalows on Monica-Manchester. Join us now at 50c per share. Terms of 10 per cent down, 5 per cent per month. And, remember, we're a genuine partnership—own on the daylight plan. Come in and go over our balance sheet, appraisal of assets; size us up from A to Z. Then draw your own conclusions.

STANDARD BUILDING INVESTMENT CO.
Home #2634 840 SO. HILL ST.

The Starr Piano Company

Warehouses and Executive Office for Pacific Coast
628-630-632 South Hill Street, Los Angeles, Cal.
Sold for cash or on monthly payments.

29 Years of Integrity

Handsome Financial

Home of Dr. J. C. Stanton. Valuable Bullion and Ingots Sent to Market. Big Nuggets Found at Depth in Boundary Cone. October Promises Much Activity in Mines. (Special Correspondence of the Times.) KINGMAN (ARIZ.) Oct. 9.—The week of October, which usually marks a great increase in the mining activity of Mohave county after the hot summer months, this year promises more big producers than ever before. Today the Tom Reed Mine shipped four ingots of gold valued at a little over \$100,000, the result of just a month's run of its twenty-stamp mill, which has paid monthly dividends averaging 4 per cent. during the past two years and this month yielded a record of \$100,000. The Frisco Mine about \$10,000 in gold bullion. Tom Reed shipments for the past two months have grown so large that a special armed guard now accompanies the bullion to San Francisco. The wonderful record of this mine, which has paid monthly dividends averaging 4 per cent. during the past two years and this month yielded a record, shows no signs of diminishing. The unusually large dividends have been possible not only because of the mine and very rich ore-bodies, but also because the development work itself has yielded a large percentage of the ore. At the same time the Tom Reed management is pushing the development several years ahead of its steps. Recent strikes made in the Boundary Cone nearly practically assured the mine of being one of the district's big producers. Superintendent visited Kingman several days ago and showed specimens of his ore, which were probably the richest ever seen in the county. The remarkable feature of this discovery is that large masses of gold were found at a depth of 450 feet, while other rich strikes of the district mines were made almost on the surface. The Boundary Cone ledge, which is 114 feet thick, and now in the west, is a depth of 150 feet on the surface; at 450 feet there are sixteen ounces of ore assaying \$100 per ton, and the remainder of the ledge is good milling ore. The nuggets were found in the east end and a winze was sunk to the bottom of the ledge, but has been abandoned owing to the large volume of ore to sink another 100 feet in the main shaft in order to get under this ledge. The Boundary Cone mine is virtually owned by Los Angeles business men, among whom are F. F. Biles of Rock, Calvin Hartwell and W. C. Jones of Pasadena, and Charles principal owners of the Tom Reed. A strike of good ore is reported in the Boundary Cone where sinking in the main shaft has reached a depth of 400 feet. CERRAT RANGE. Lenders are getting good results in the mines of Stockton Hill, particularly in the Banner and De la Fontaine, which are shipping regularly. The Oro Fino, which has been idle several months, is being drained and the ore will be resuming under the supervision of G. B. Stanton.

Home of Dr. J. Y. Oldham, Twenty-second and Western.

1000

Mines and Mining in the Great Southwest.

TONOPAH. SHOULD OBTAIN DESIRED YIELD.

Output Hovers Close to
Eleven Thousand Tons.

North Star to Enter Regular
Shipping Class.

Belmont's President Visits
Camp and Is Pleased.

TONOPAH (Nev.) Oct. 10.—For three months this camp has been hovering perilously close to the 11,000-ton-a-week mark without succeeding in reaching it. Now, however, it is almost certain that the few hundred tons will be added and the goal reached.

The North Star will go into the regular shipping class after the return of General Manager Brady from San Francisco, and the intermittent shipments of high-grade from this property will probably aggregate 200 to 300 tons a week of an average of \$75 a ton. The development of the new vein in the west drift of the 125-foot level continues to yield exceedingly good results, and the work is proving the mine of greater magnitude than was ever dreamed of a month ago when the present strike was made.

Although the new mill of the Belmont, which was expected to make a record run for September, did not do as well as anticipated, the returns are far in excess of the performance of the old plant. The daily average was maintained at 450 tons with an extraction of 24.148 ounces or slightly less than eleven tons of bullion carrying a value of \$245,353.24. The final clean-up for the month was made the first part of this week and netted 105,456 ounces.

President Heller, who was here from Philadelphia, expressed himself pleased with the outlook and says the mine was never in better condition than it is today. Aside from the determination of the new vein recognized as the Mispah fault vein, disclosed about ten days ago on the twelfth level, the underground development was of routine character. The new vein is four feet wide and in both east and west drifts there is an excellent showing of good-grade ore.

On the Montana Tonopah the chief feature of interest is the continued enhancement in the value of the ore which is going through the mill at the rate of 1059 tons a week with an average extraction of 23 per cent. On the 145-foot level the north crescent from the shaft vein has revealed an extension of the same ledge showing a width of from four to five feet of ore of a milling grade.

The Tonopah Extension this week treated 448 tons of ore yielding 105,456 ounces of bullion valued at \$245,353.24. The second and last clean-up for the month was shipped last Friday, carrying values of \$121,800. The ore reserves are being steadily increased and the rock is generally showing a better average.

A development of exceptional note occurred during the week on the 440-foot level in the north slope, where high-grade was opened five years ago. The slope was back-filled at that time in the general rush and escaped exploitation until the overhauling of the property, which brought the ground to light with a showing of fourteen feet of 22 ore. Four to five feet left standing by the former management yielded black sulphides and ruby silver.

Picture rock in quantities is opening up on the MacNamara. This rock is plentifully impregnated with stephanite, horn-silver and ruby silver. It is similar to an ore found last month in the same working. Last week the mill handled 450 tons of ore, while the tonnage for September totaled 2030 tons, with a shipment of \$27,000 in bullion.

On the Halifax developments of a very interesting character are expected any day. On the 1400-foot level the north crescent has been advanced about six feet, passing through the vein, but disclosing no values at a distance of 125 feet from the shaft. Drifts east and west will soon be started along the hanging wall of the vein, which dips to the north about 25 deg. The disclosure of substantial values at an early day is confidently expected.

The immense vein of the Tonopah Merger continues to hold up well on the 350 level. The ore taken out is averaging \$150 a ton, and stringers of exceptionally high grade showing ruby silver, horn silver and black sulphides are exposed in the face. One of the stringers is said to be ten inches wide, and assays around \$500 a ton.

At the Tonopah Mining Company the September clean-up is estimated at not less than \$175,000, or equal to the general average of production maintained for the past five years.

The West End reports that earnings have exceeded anything scored in the history of the company. The output treated during the month was 1115 tons. Operations on the Ohio shaft, which have recently been in the shape of preliminary repairs, have been temporarily suspended, as all the present power is needed in the various stopes to supply ore for the increased tonnage, being handled by the mill. The present ten-drill compressor is soon to be supplemented with one of five-drill capacity, following which operations will be renewed with greater vigor.

The Manhattan Consolidated has awarded a contract for the construction of a 100-ton roaster to be erected at once. This is rendered necessary by the development of the sulphide ores which came in at depth, but it is assured by metallurgists that the treatment in the new roasting furnace followed by cyanide leaching the ore goes through the tube mill will solve the trouble. The new mill for the Big Four is under contract to be in operation January 1, but that is said to be a hopeless proposition, and if the mill is ready to run two months later the contractors will be doing quite well.

STANDARD'S RUNS DECREASE.
August Deliveries Less Than September's—Other Companies Draw on Surplus.

The Standard Oil Company's runs and shipments for September show that it placed in storage during the month 453,735 barrels. As the total surplus of the State was only 380,229 barrels, it will be seen that the other marketing concerns drew on their storage to the extent of 27,506 barrels.

The total runs for the month were

2,410,240 barrels, which was about 55,000 barrels less than in August. Deliveries for the month amounted to 1,850,505 barrels. They were 150,000 barrels short of August deliveries.

The company's runs showed decreases in every field except Sunset-Midway and Fullerton-Whittier. In the latter field they reached 145,745 barrels. In the former field the runs were 1,193,596 barrels.

The figures in detail are as follows:

Sunset-Midway	1,395,596
Coalinga	521,795
Lost Hills	154,315
Kern River	151,121
Fullerton-Whittier	145,745
Newhall	29,321
Santa Maria	9,321
Total runs	2,410,240
Total shipments	1,850,505
Placed in storage	559,735

Large Bullion Output.
The El Tigre Mine, Sonora, Mexico, which came into prominence recently on account of its capture by the rebels, but which was not injured in any way, is keeping up its usual big production of bullion. For the month of August the mine crushed 6948 tons of ore, and the cyanide plant treated 5810 tons of tailings from the two mills, and 1225 tons from the old dumps in twenty-eight days operation. The bullion, concentrates and shipping ore produced were estimated to be worth \$125,000, and the expenses were figured at \$71,412, leaving a profit of \$53,587.

READERS of The Times Illustrated Weekly this week (new on sale) will be especially interested in the story of the interesting features of the Times Illustrated Weekly.

"UNCLE SAM'S SAILORS FED BY ELMO TRICITY" is the title of one of the interesting features of The Times Illustrated Weekly this week.

California Mines. GRAVEL MINING IN FULL SWING.

Winter Will Bring Great
Activity in Magnolia.

Los Angeles Capital Heavily
Interested.

News from Many of State's
Mining Districts.

(Special Correspondence of the Times.)
CHICO (Cal.) Oct. 7.—Gravel mining in the Magnolia district, where considerable Los Angeles capital is interested, is in full swing. Among the most active mines is the Steifer, in which Angelinos are heavily interested. A large crew is working at this mine and an excellent grade of gravel is handled.

The channel is mined by adits and drifts and the gravel subjected to the usual sluice method. The gold value runs high to the yard and the company is said to be making large profits. Arrangements have been made for a vigorous winter season, and the general outlook is pronounced particularly pleasing.

It will be remembered that about two years ago this company was seriously affected by friction among its

stockholders, but all differences were later adjusted and the property developed along lines justified by its merit.

At the Cohn mine, one of the largest in the district, twenty-five men are at work, and a large quantity of material is being handled. A comprehensive series of drifts and tunnels have been driven, and by the installation of specially designed gold-saving devices a much larger tonnage is handled than usual on such properties.

The area comprises 125 acres, embracing some of the richest gravel channels in the district. Sufficient water is available for the washing of large quantities of the material. Levi Cohn is manager.

The Royal Drift is another Magnolia property claiming growing interest. The company, composed largely of San Francisco people, recently arranged for the immediate installation of compressors and air-drills, and purposes to develop the holdings along broad lines. The gravel is said to rival the material of the Cohn, Steifer and other mines in extent and value.

The property was recently given a complete examination by G. P. Dyer, who recommended the development of the area by means of comprehensive lines. The area embraces over 1400 acres. Several other properties in the field are receiving attention, and prospects throughout the belt are stated to be excellent.

DREDGING INDUSTRY GROWING.
Statistics assembled from the various California dredging fields indicate that the 1912 yield of the gold boats will approximate \$4,000,000. The Tuba River field has already established a safe lead for premier honors, with the Polson a good second. Oroville ranks third, but it is not thought that the 1912 output of this district will materially exceed the 1911 yield. Trinity county is at

(Continued on Fourteenth Page.)

Sierra Park

On the Magnificent Huntington Drive

Every Lot Advances
Tuesday, October 15th—
You Must Act Quick—

Every unsold lot at Sierra Park will be marked up 10 per cent. on Tuesday. Here's your opportunity—buy before the raise. Get in on the ground floor at beautiful Sierra Park. Prices are far under value. Over 40 new homes in the past few weeks are evidence of the intense interest in this splendid suburban tract.

Where can you buy such homesites in restricted district, on a magnificent automobile drive with a perfect car service, 20 minutes from downtown, at these low prices?

\$550 and Up
\$25 Cash and \$10 a Month

All large lots. You must act quick. Come out and pick your lot today. Buy now and profit by the increase. Midway between Pasadena and Los Angeles—right in line of big profits. Electricity, gas, water, cement walks and curbs and tree-lined parkways. Make your reservation by Monday night. Remember, every lot increases Tuesday.

—TO GO: Take "El Molino and Local" car on Main Street
from First to Sixth and get off at Sierra Park. Or, come to this office for free transportation. Salesman on property from 1 p.m. until 4 p.m. daily including Sundays.

Janss Investment Co.
BOLN, 2244 911 915 BROADWAY, 2400
20 HILL ST.

RANCHO LA PUENTE

Every condition ideal in the San Gabriel Valley. Good roads, good schools, stores, churches and a well built community of prosperous orange and walnut groves. Hundreds of acres in alfalfa, vegetables and berries. Prices are advancing sharply. The time to buy is now, while good land can be had at a reasonable price. The ideal section for chicken raisers. No heavy fogs or harsh winds.

**\$450 Per Acre and Up
With Water**

The Southern Pacific and the Salt Lake Railroads serve the land. Fare 9c by book. Electricity now available. Gas soon. Proposed new electric line will pass the property. Remember, Rancho La Puente is a part of the Lucky Baldwin lands. Terms are easy. Write for booklet. Our machines at your service.

STERLING W. BANKS, Manager Land Department.

Aronson Gale Company

505 H. W. Hellman Building
Fourth and Spring Streets

Main 3916

S. P. Rowland, Special Agent

Home 10989

It Is Not How Many Shares You Get That Counts

It is how much income, profit and safety
are afforded you in any given investment

What will your annual income be? What assurance have you that your money is SAFE, will remain SAFE, and continue to give you satisfactory income?

SAFETY for the investor is absolutely insisted upon in CONSOLIDATED SECURITIES COMPANY.

No Costly Debts—No Dangerous Speculations
form the strong, solid foundation on which the company has grown and prospered, beyond all expectations. SAFETY, first, last and all the time with a gradually increasing INCOME and QUICK PROFITS. These cause the rapidly growing number of enthusiastic stockholders.

The tremendous growth of assets and resources (as a result of much profitable business during the past thirty days,) will earn a QUICK PROFIT for every stockholder about November 15th, when the price of stock will advance from

\$1.50 to \$1.75 a Share

This means a **Safely** increased value in your
investment of \$25.00 on every 100 shares

**Consolidated Securities Company Stock Pays
8% Annual Dividends**

(2% quarterly)—as much as money can SAFELY earn. The daily increasing volume of profitable business will cause an increase in the dividend rate—as soon as consistent with SAFETY—probably January 1st.

\$15.00 Will Earn This \$25.00 Profit

Stock now \$1.50 a share, 10% down (\$15 for 100 shares) then 5% monthly. Such an investment means peace of mind due to every assurance of SAFETY.



Consolidated Securities Company
637 South Hill Street
Ground Floor Los Angeles, Cal.

Wilshire Court IT PAYS

To own a first-class home site in an exclusive neighborhood.
To compare prices and obtain the best for the least money.
To accept nothing but the most pleasing and the most finished, because, later—
It will not be necessary to move to more desirable surroundings.
You will not be dissatisfied with your purchase.

You Get the Best

IN WILSHIRE COURT. Improvements, location, surroundings are unsurpassed. Prices are 50% lower than surrounding property. \$40 to \$50 a front foot speaks volumes in favor of Wilshire Court when compared with neighboring prices of \$80 to \$100 per front foot.

In an exclusive residence district, Wilshire Court is even more exclusive than the rest by reason of its private streets and particular arrangement. Where modern improvements and conveniences are the rule, Wilshire Court has features which are not duplicated elsewhere at all. Everything which money and original taste can add for looks or comfort go to make up this

Ideal Subdivision

At the intersection of two noted boulevards, Crenshaw and Wilshire, surrounded by magnificent homes and in the most desirable part of the city, both from a home site and investment standpoint, Wilshire Court stands preeminent in every item of desirability which could be mentioned.

**Walter G. McCarty
Company**

825-826 Union Oil Bldg

Representative at Tract Daily.
Our autos are at your disposal. Phone for appointment.

FOR AN INVESTMENT OR A PLACE
TO LIVE.
MARYGOLD ACRES
EXCELLENT CITRUS LAND.
5 acres up at \$275 to \$400 an acre with
water.
BOYER, WOODBURY AND ELLIOTT,
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Phone A2285; Main 2945.

San Jacinto

The Land Where Everybody Makes Money

St. Paul, Minn.

If interested

"HACKNEY AUTO"

HACKNEY AUTO

write for

News From

**HEAVY OIL TO
FIND OUTLET.**

**General Petroleum Will Store
Product, Is Report.**

**Big Company May Open Un-
exploited Market.**

**Developments in Midway,
Berkeley and Coalinga.**

The General Petroleum Company recently expects to make no disclosure between heavy and light oil in its pipe lines, and there is a growing belief that the big concern after the fuel grade if anything, comes from the north are that since the return of the Standard to accept under 11 gravity, the General Petroleum will allow the producers in Midway field to use its tanks for their heavy product as soon as their contracts run out. This, in addition to the fact that the General Petroleum has been buying large quantities of heavy oil districts seems to indicate that fuel oil is what it wants.

There is considerable speculation in what disposition the General Petroleum will make of its product after the pipe line is finished, and it has been learned upon pretty reliable authority that the intention of a region hitherto not exploited, if the statement be true, it seems quite likely that the company figures on going to some remote part of the world or possibly to Australia.

The activity of the General Petroleum has been attracting no and no doubt during the last few months it has become probably the most active of producing territory in the world. Each new acquisition has been a much production as possible and the company is to open up a market for its own properties for the first time in its history.

This may be to avoid competition by trying to sell the oil. However, it is that since the recent edit the Standard barring all oil under 11 gravity, the General Petroleum will become a market for some of this. But the pipe line will not be finished for some time, and meanwhile those producers who have contracts for some other company will be forced to take their oil to the Standard to take advantage of the Standard Petroleum's reported offer.

Coalinga.
The development of its oil field in the Coalinga district, No. 81 has been redoubled in a big way. It is on the beam of what appears to be a big oil field. No. 82 well was drilled to a depth of 2700 feet, but is only

1460 feet from the surface. The well is now being drilled to a depth of 3000 feet. The well is now being drilled to a depth of 3000 feet. The well is now being drilled to a depth of 3000 feet.

The well is now being drilled to a depth of 3000 feet. The well is now being drilled to a depth of 3000 feet. The well is now being drilled to a depth of 3000 feet.

The well is now being drilled to a depth of 3000 feet. The well is now being drilled to a depth of 3000 feet. The well is now being drilled to a depth of 3000 feet.

The Man of the Hour—The Man for the Nation.



On a firm foundation.

News From the Great California Oil Fields.

HEAVY OIL TO FIND OUTLET.

General Petroleum Will Store Product, Is Report.

Company May Open Unexploited Market.

Developments in Midway, Belridge and Coalinga.

The General Petroleum Company expects to make no discovery of heavy oil in the Belridge field, and there is a possibility that the big concern will allow the producers in the Belridge field to use its tanks for storage of their product as soon as the tanks are filled. It is reported that the intention of the company is to open up a market for heavy oil districts which have been unable to find a market for their product.

The National Pacific is rigging up for a new well east of the old gusher on section 30, 13-24. The prospects for a good producer in this section are believed to be excellent. The M. J. and M. is rigging up for No. 14, on section 35, 13-24. No. 8 well of the Dunlop Oil Company, on section 35, 33-23, is about to be spudded in. The Muscatine Oil Company is getting ready to drill a deep test well on section 1, 11-23. By redrilling old wells the company has increased its production to quite an extent. The South Midway gusher continues to flow about 1600 barrels of 34.4 gravity oil. The Engineers' Oil Company has completed its No. 8 well on section 14, 11-21, at a depth of 1562 feet. Water was shut off at 1522 feet with the ten-inch casing, and the well was flushed up with an eight-inch pipe.

A small producer. If the gas works the sand, as it is expected to do, the chances are that the yield will be somewhat increased. The Standard has completed Sontag well No. 2, on section 19, 13-15, at 3700 feet, with a six and one-fourth inch casing. The production is quite satisfactory. The gas pressure contributes to a considerable extent to holding it up.

The twelve-inch casing in the No. 8 well of the Turner Oil Company was landed at 3294 feet. This is one of the longest strings of twelve and one-half in the field. The well is down about 1840 feet with the ten-inch casing. Wells Nos. 4 and 5 are 2750 feet and 1730 feet deep, respectively. The oil secured on the property is 21.5 gravity, and is sold to the Standard.

The Berkeley-Coalinga Oil Company on section 2, 31-14, has completed the derrick for its well No. 5. It is being rigged up so that it may be spudded in this week. The Associated Oil Company is 1440 feet deep with well No. 1, on section 5, 31-15, in twelve and a-half inch casing. The formation follows very closely that of the Canadian Coalinga.

The Whittier Oil Company is busily engaged in rigging up for well No. 1, on section 4, 23-21. All the necessary material has been hauled out to the property. The company's No. 1 well was brought in recently at a depth of about 300 feet, and is doing about 300 barrels of 28 gravity oil per day. The Whittier property is located in the vicinity of the Belridge, the most extensive operator in the district.

The Dominion Belridge Oil Company has brought in well No. 1, at 1100 feet. It is believed that the maximum production has not been secured from Mannell well in the Belridge district. Two oil wells were encountered—one at a depth of about 600 feet, and the other somewhat below this. It is thought that perhaps this deeper sand was not fully tapped. The Mannell outfit may decide to deepen. The well is producing very high gravity oil, and should it demonstrate a more extensive sand it will be of considerable importance to the Belridge district, as it will extend the good producing territory considerably to the north. The Mannell is practically the only well in which good production has been secured in the northern part of the Belridge field.

Midway. The National Pacific is rigging up for a new well east of the old gusher on section 30, 13-24. The prospects for a good producer in this section are believed to be excellent. The M. J. and M. is rigging up for No. 14, on section 35, 13-24. No. 8 well of the Dunlop Oil Company, on section 35, 33-23, is about to be spudded in. The Muscatine Oil Company is getting ready to drill a deep test well on section 1, 11-23. By redrilling old wells the company has increased its production to quite an extent. The South Midway gusher continues to flow about 1600 barrels of 34.4 gravity oil. The Engineers' Oil Company has completed its No. 8 well on section 14, 11-21, at a depth of 1562 feet. Water was shut off at 1522 feet with the ten-inch casing, and the well was flushed up with an eight-inch pipe.

Coalinga. The Standard is progressing steadily in its development of its Coalinga field. It has been drilling on section 1, 11-23, and on the beam. It is reported that the intention of the company is to open up a market for heavy oil districts which have been unable to find a market for their product. The National Pacific is rigging up for a new well east of the old gusher on section 30, 13-24. The prospects for a good producer in this section are believed to be excellent. The M. J. and M. is rigging up for No. 14, on section 35, 13-24. No. 8 well of the Dunlop Oil Company, on section 35, 33-23, is about to be spudded in. The Muscatine Oil Company is getting ready to drill a deep test well on section 1, 11-23. By redrilling old wells the company has increased its production to quite an extent. The South Midway gusher continues to flow about 1600 barrels of 34.4 gravity oil. The Engineers' Oil Company has completed its No. 8 well on section 14, 11-21, at a depth of 1562 feet. Water was shut off at 1522 feet with the ten-inch casing, and the well was flushed up with an eight-inch pipe.

OIL SITUATION IS BECOMING TENSE.

A PECULIAR situation has arisen in connection with the plan adopted among many oil-producing companies in cleaning their oil before delivering it to the marketing companies, and its effects may be more far-reaching than is now generally supposed. It may result in a radical change in the method of handling oil, or it may result in many outside producing companies joining the agency. In any event it is highly probable that it will necessitate an advance in the price of crude at the well, which after all is the main thing desired.

Much of the oil produced in some districts contains a certain amount of sediment which it is necessary to extract before the marketing companies will accept it. It has been the custom of operators to "steam" the oil, thereby causing the sediment to settle and enabling the pure oil to be taken off from the top of the tank or sump hole. In this process a certain quantity of the volatile matters in the oil has necessarily passed off in vapor and of course the gravity of the product has been reduced—in some instances several degrees. This fact has caused the Standard to issue notices that it will hereafter receive no more oil under 15 degrees in gravity. The company has abrogated its contracts with a number of producing companies from which it was buying oil.

This alone is a serious enough blow to producers who are unable to market their oil at any price unless it is treated and who are unable to treat it without its losing considerably in gravity. But this is not the most serious part of the business. Scores of producers have been treating their oil and have maintained the gravity above the 15-degree point against which the complaint should be made by the purchasing companies. However, in the course of business during the period of low prices and dull times, which prevailed particularly for a year past, the producers have found it necessary to economize at every turn and save in every possible way.

It happened that some ingenious and clear-headed producers evolved schemes of one kind and another to condense the fumes of the oil produced during the "steaming" process and in this way they were able to extract considerable quantities of high-grade gasoline—a commodity which at the present time, as every one knows, is as much in demand as sugar and flour, and finds an eager market at constantly increasing prices. In other words, the producers have been quick to see the possibilities involved in making a highly profitable use of something that has heretofore gone entirely to waste, and the installation of "topping plants" and "condensing plants" has become very popular, and scores of producing companies have in this way built up a very substantial business in gasoline as a side issue to producing oil, and scores of others are making arrangements to do the same thing. But here comes the blow that at-

most "killed father." The announcement has just been made that no more oil will be received by the Standard that has been thus treated, and it is understood the Union and the Associated have adopted a similar policy. The fact that the producers are now utilizing what was once an absolute waste is not taken into consideration. The fact that the gravity of the oil is maintained is not the issue, according to the purchasing companies. They insist that their contracts call for "crude oil" and assert that oil is not crude if anything has ever been taken from it, which is probably technically correct.

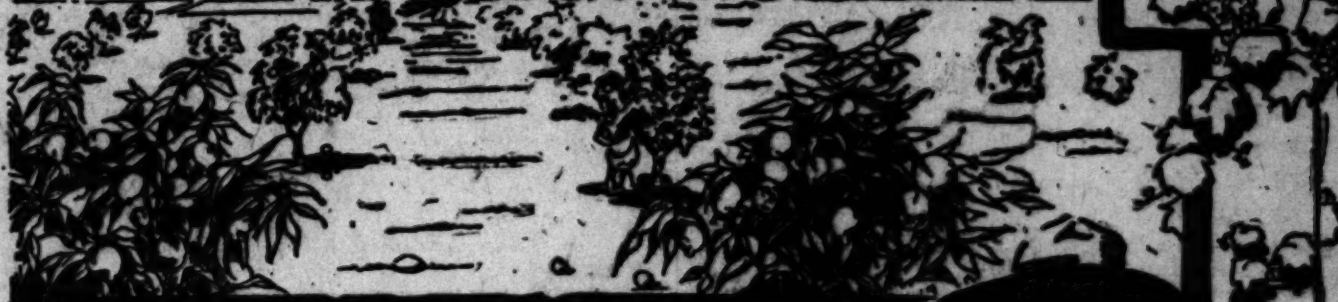
The producers maintain, however, that so long as the fumes were floating away in the air no complaint was made, but that since owing to their own ingenuity and industry, they have succeeded in saving for themselves a part of these fumes, the purchasing companies are now entitled to take this away from them, claiming that when they buy the crude oil they buy everything that is in it that can be saved. From their standpoint this is no doubt correct. The Standard and the Union are refining concerns and make gasoline—lots of it, and if there is any gasoline in the oil as it comes from the ground they want it.

The whole question is summed up, in fact, as follows: The producers, in the process of putting their oil in shape so the purchasing concerns would take it, devised a method of making use of a waste material and now they are forbidden to make use of it.

What policy the producers will pursue as a result of the "order," it is yet too early to state. Some producers are already up in arms and declare they will continue their present plan. One Coalinga company, now selling to the Standard, is installing a condensing plant and the officials state they are going to make gasoline and if the Standard does not want their oil they will market it themselves or join the agency. A number of other companies have announced their intention of doing the same thing. If the producers decide generally that they will continue to "save the fumes" and if the purchasing companies insist on their policy of refusing oil that has been treated, it may result in any producer, so affected, again marketing his own production as was done in the early days here. But this would cause an endless amount of confusion, and is hardly to be expected. It is more probable that the lead of one prominent producer may be followed, who stated that he proposed to join the Agency.

This course, as a matter of fact, seems to be the logical one for the affected producers, provided the Agency permits them to join. There is no certainty that the Agency at the present time cares to increase its membership. Its affairs are in better shape now than at any time during the past year. The members are selling more of their production, and the price is generally increasing. Their production and sales are now about equal, and the members are

VAN NUYS-LANKERSHIM Lands.



Where It Pays to Own a 5 or 10 Acre Orchard---

Millions of dollars are pouring into the coffers of the fruit growers of California—\$35,000,000 is the estimate of the dried and canned fruit this year. Think of this! Do you wonder at men of all ranks eagerly buying these splendid Van Nuy-Lankershim lands. It's better than insurance—it means an independence from the strife and toll of the crowded city for life. Orchards on adjoining lands absolutely without irrigation are netting the owners \$250 an acre annually.

Right at the Gates of the City

You can purchase 5 or 10 acres of this rich land on easy terms. Where the fertile subirrigated soil, the wonderful improvements, the half million dollar boulevard and the new electric road mean big profits. Where the biggest crop in the history of the valley is now being harvested. Set your land at once to peaches, apricots, or walnuts and watch your money double. Between the young trees you can derive an income from vegetables. Many are doing this. As an investment, it is unequalled. Do not delay. The last big ranch on the boulevard is now subdivided—3½, 5 and 10-acre tracts. Buy now—\$375 an acre and up—easy terms. Do not wait until prices advance beyond your reach. Act now. Call, phone or write.

Our machines are at your service.
Janss Investment Co.
208-9 GROSSE BLDG. 611 613 BROADWAY 2089
Selling Agents for L. A. Suburban Homes Co., Principals.



MR. INVESTOR:



Are you looking for an investment whereby you will realize from 15 per cent. to 20 per cent. profits per year? If so, we would be pleased to give you a POINTER on same.

A syndicate of reliable men have purchased 22,000 acres of land at a price which will warrant the above dividend.

THIS MAGNIFICENT TRACT of 22,000 acres to be subdivided into small farms, likewise a model town site, is to be located at the station of SHARON, on the main line of the Santa Fe Railroad.

THE SHARON FARMS COMPANY at their directors' meeting held October 7th, 1912, decided to sell 150,000 shares of the capital stock of the company at \$1.00 per share, on payments of 10 per cent. down and 5 per cent. per month.

Officers and Directors

- | | |
|----------------------------------|--|
| Byron Erkenbrecher, Pres. | C. W. Houston, Secy. |
| R. R. Coleman, Vice-Pres. | Elmer R. McDowell, Atty. and Director. |
| R. C. P. Smith, Asst.-Secy. | A. E. Halsey, Director. |
| J. C. Hutchinson, Jr., Director. | R. C. Pollard, Director. |
| A. W. Thompson, Director. | |

Office 208-9 Grosse Bldg., S. E. Cor. 6th and Spring
Los Angeles, California

SHARON FARMS COMPANY,
208-9 Grosse Building.
Please mail me information relative to the 22,000-acre subdivision in Madera county, California (without obligations to me.)
Name
Address

relieved of the necessity of paying storage charges, and it is doubtful if the Agency members will look with favor on a policy that may add any considerable amount to their present production. There is, in fact, no obligation on the part of the Agency members to

give any consideration whatever to any outside company. They were all given an opportunity, indeed were urged, to get in when the Agency was formed, and for an extended period thereafter. They preferred to hold aloof to see how the experiment "worked." It has worked, and

SUNDAY MORNING, OCTOBER 13, 1912.

EVENTS OF THE DAY—Continued from the

Announcement

A Shipment of **Winchester**
New Model
1912 Twenty Gauge

Hammerless Shot Guns
Will Arrive October 23rd

Tufts-Lyon Arms Co.
"GOOD SHOOTING GOODS."
428 South Spring St.

QUAIL SEASON---

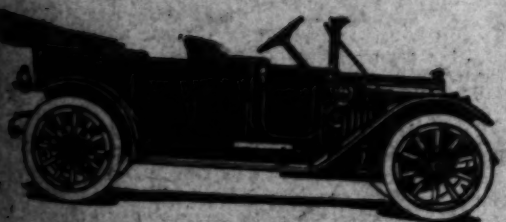
opens OCTOBER 15th. They're the
wildest and gamest of feathered fowl, but
you can fill your bag if you are outfitted with the
best of shooting goods.

C. Smith—Fox—Parker Shotguns
shotgun cases, clothing, shoes, sweaters, leg-
gins, canteens, game bags, cleaning rods, oils,

"OUTDOOR LIFE GOODS."

McCormick & Co.
THIRD BET. BROADWAY AND SPRING.

WHERE ELSE CAN YOU
BUY SUCH A CAR FOR
\$1750?



CHALMERS 30--the Veteran
Five Successful Seasons--Is
the Standard by Which All
Other Cars Are Judged

Stirling--All Brakes on Rear Wheels--
and Glass Front--Touring or Torpedo--
Chalmers Through and Through

In 1908, When the Chalmers 30 Was First
introduced, it became the Fore-Runner of All
Medium Priced Cars. It Set a Standard
and It Maintains That Standard Now.

On Ordinary Conditions, Unless You
Excessive Power, It is the Most Econom-
ic to Operate and Maintain.

CHALMERS MOTOR CAR COMPANY
Get something more than
a Motor Car--You get Service

FACTORY EDITION WITH ALL THE LATEST NEWS.

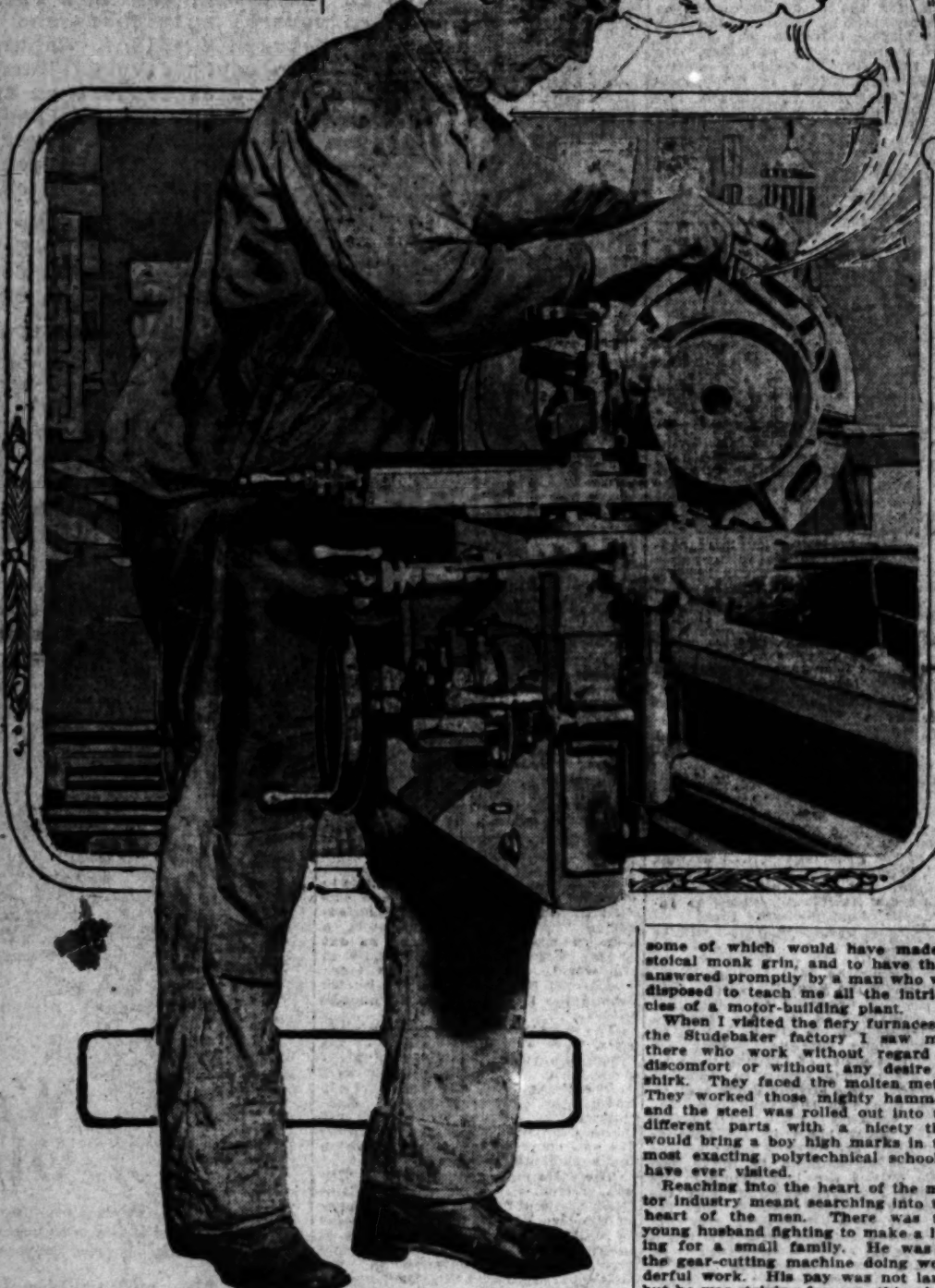
HEART THROBS FROM THE
VITALS OF MOTOR WORLD.

Bert Smith Visits Factories and Sees
Motors in the Making.

Gray-Haired Veterans Tirelessly Strive to Perfect Late
Model Cars--Every Detail Is Carefully Wrought by
Skilled Workers--Old Man Wears His Life Away in
Sand Pits, but Better Times Are Coming.

WHEN I was asked to visit the
automobile factories I had no
idea of the task that was given
to me. It proved one of the most in-
teresting excursions have ever made
but it opened my eyes to the mag-
nitude of the motor industry as nothing
else could have done. In my descrip-
tion of the motor car in the making
it has been my desire to be impar-
tial and fair.

To know the motor car you must



Dream of a Decade Realized

In the nineteen-thirteen motor model, a thing of beauty and a joy forever!
Thrilling era of motorism seen as the steel shavings fall from the
lathe in the hands of a skilled workman. Ten years has worked a
miracle in motorism.

meet the men. To learn the methods
of the designers and builders you
must visit the motor car plants. But
to understand just how an automo-
bile is built you must live with the
mechanics for several weeks, just as
I was privileged to do, and then you
realize what it means to turn out a
machine that is practically perfect.
You can enter in the heart and life
of these men if you are the right
kind of a mixer. Forget the high-
brow stuff and knuckle down to the
realities of life as you are to meet
men who figure in one of the greatest
industries known to the industrial
world. Forget that you ever gradu-
ated from a university but just remem-
ber that you are dealing with the
world's best mechanics and that the
man you meet who may be cov-
ered with grease and may be garbed
in a pair of soiled overalls may be a
Henry Ford or a John D. Willys.
Take care that you are as civil to
these men. That was my cue as I
started and without any of the airs
or polish that some of us try to as-
sume I started through that whirl of
wheels and I saw a 1913 motor car
brought out of a mass of iron and
steel. Yes, it was a miracle, but it
was worked by men who had studied
the industry for a decade and they
were turning out a motor car that
will stand the test of the most ex-
acting purchaser.

There is one thing that I am glad of.
After finishing the tour of those
plants it is not possible for me to tell
you which is the best car made as
there is no "best" in the way we are
in the habit of using the word. If you
ask me which car you should buy,
why I can tell you the instant you

some of which would have made a
stefal monk grin, and to have them
answered promptly by a man who was
disposed to teach me all the intri-
cacies of a motor-building plant.

When I visited the fiery furnaces at
the Studebaker factory I saw men
there who work without regard to
discomfort or without any desire to
shirk. They faced the molten metal,
the heat and the work without flinching
and the steel was rolled out into the
different parts with a nicety that
would have made a school boy en-
vious of the high marks in the
most exacting polytechnical school. I
have ever visited.

Reaching into the heart of the mo-
tor industry meant searching into the
heart of the men. There was the
young husband fighting to make a liv-
ing for a small family. He was a
piece of mechanism and with the aid
of the gear-cutting machine doing won-
derful work. His pay was not large
but he was striving for something bet-
ter and the gears he turned out were
without a flaw. His keen eye kept
constant watch on that almost human
piece of mechanism and with the aid
of that mighty machine he was doing
the work of ten ordinary men.

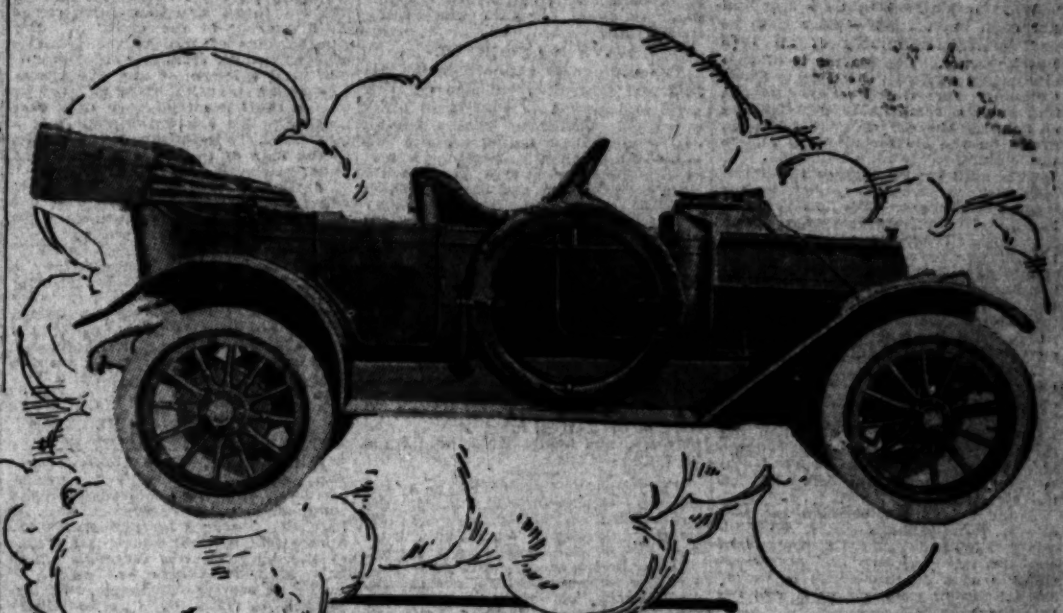
There was the middle-aged man
who had decided that he might have
graced a dress suit if he had had the
time. His salary was equal to that
of a high official in a bank, but he
was going through the "inwards" of
that motor car and he was not sat-
isfied until he had decided that the
high-priced machine was worth \$6000.
Then he was willing to return to the
office and think out other plans for
body building which would make the
machine even more handsome. The
working parts he had found to be
right.

But it was in the sand-room that
I saw the drudgery. There the men
who had been tried and found want-
ing were given a chance to make a
living by sorting the castings which
had been given a bath in the sand-
pit. This fine sand was being
whirled spitefully into their faces.
They were grimy and dirty.

They were grinding out their
living while the sand was grind-
ing into their lungs. This was the
only part of the mighty plants we
saw and, oh, how glad I was to learn
that machinery is being perfected
that will make it unnecessary for any
man to risk his health and his life
by working in those sand and dust
blows I saw was striving to
pieces of motor machinery.

Many thousands of men are em-
ployed at the big plants. They all
have a history. I did not find a man
who was sorry that he worked in a
factory. Perhaps there are such, but
each workman I saw was striving to
do his best to turn out a finished car.
As a result when I ride in a machine
nowadays I can lean back in the cush-
ions with the assurance that the car
was built from radiator to tail-lamp
by conscientious men who would not
have shirked any of the responsibility
placed upon them.

The Spirit of the Great Speed-Making Automobile.



GREAT AUTO MART WHERE
WHEELS ARE WHIRRING.

Three Great Questions Answered For
Those Who Seek to Learn.

Nineteen-Thirteen Automobile Has Reached the Final
Stage of Perfection Where Radical Changes Cannot
Be Made--Skilled Mechanicians Pore Over Knotty
Problems No Longer.

BY BERT C. SMITH.

HAS the automobile reached its
final stage of perfection? Is the
1913 motor car the lowest-priced
machine we will have a chance to
buy? Will we see other radical
changes in the manufacture of self-
moving machines? These questions
can be answered in this factory edi-
tion, but it has taken a trip to each
of the motor car emporiums where
the world's latest products are being
turned out.

The 1913 motor car has been
brought to a stage of perfection that
means the elimination of any radical
changes in the manufacture of auto-
mobiles. The most skilled engineers
of the world have spent years of
thought, have evolved a motor car
that is practically faultless. The 1913
automobile can be driven anywhere
that it is possible to secure traction.
The latest model machine is a thing
of beauty and will be a joy, if not
forever, at least four times as long
as we were formerly used to enjoy
the car.

Now for the second question.
Material has been hammered down
in price. The excellent factory equip-
ment has saved the manufacturer
from a more economical basis than
ever before. It is possible this
year to purchase a down-to-date 1913
machine at a lower price than ever
before and at the same time secure
a better car than has ever been placed
on the market. You can hunt
through every nook and cranny of
the mass of motor building machinery
and you cannot find an inferior car.

As to radical changes we have none.
It would take a smarter man than
we have been able to discover in a
decade to figure out any alterations
that would change the vital parts of
the 1913 car. We have this year the
last word in motor building. We have
reached what seems to be the zenith
in one of the great industries of
the industrial world.

This is automobile year. During
the 1912 season more motor cars will
be built than during any previous
year in the history of the automobile
industry. The choice is varied, but
the facts are before us. We can get
a good car anywhere from \$500 to
\$7000; \$500 to \$4000. This is a
range of choice that never before was
offered to the buying public and from
the poor man, to the middle man, and
from the man who has the million-
aire, there is a machine to suit the
taste.

You may have an automobile that
embodies all the ideas you have ever
studied. You can purchase a machine
that will include many wrinkles of
which you know nothing. The motor
car has approached such a degree of
perfection that it is hard to predict
any radical changes. There are none
this year.

The age of freaks has passed. For
that matter, the joy ride stage has
slipped into the dim distant past. We
now have a practical touring car,
built for utility and for pleasure. It
would take a wiser man than we now
have to be able to design a serv-
iceable make of motor car that
cannot be found in the automobile
factories of this country. We have
them with us now.

Again more motor cars will be sold
this year than ever before. This
means that the thousands of cars that
are now in the making will find a
ready market. Every car that is built
between now and September 30, 1913,
will find a purchaser. Every car that
under a purchaser will be right or be
made right before the purchase price
is paid. This is a six-cylinder year, but
don't think for a second that the era
of the four-cylinder has passed. We
have them with us and will continue
to have them. You can have a six-
cylinder, though, is you so desire, but
many four-cylinders will be sold and

When the whole situation is care-
fully studied this is automobile year,
no special make, no special de-
sign and no special car is in the car-
endency. The factories are all work-

ing to this capacity and cars are now
being turned out by thousands for
shipment to the Pacific Coast.

The motor car in the making is the
most interesting piece of mechanism
ever devised. Watching the machines
cut gears, looking down an avenue of
whirling wheels, standing in the midst
of acres of machinery, and to think
that all this means a motor car! It
would be impossible to say just how
long it takes to build a car. It means
the work of thousands of men, months
of time and the moving of thou-
sands of dollars' worth of machinery.

Then, when the gears are cut, the
shafts are made, the castings are
poured, the frame is stamped out, the
springs are tested and the bearings are
finished, comes the body maker, the
wheel turner and the top builder.
But the motor is not assembled yet.
Even then the end is not yet, for the
motor must be tested.

Now this test is a thing that is won-
derful and yet is simple. All the
way from six to seventy-two hours
those motors are placed on the block
and kept constantly turning. The
slightest mis is noted. The motor is
taken out quickly. Then comes the
assembly of the car and the road
test. This is so severe that the test-
ers are given orders to break the car
up if possible.

After all is said and done the car
is turned out a thing of beauty and a
joy forever. The motor in the build-
ing is fearfully and wonderfully made,
but when it is made it looks the part
simply perfect. It is absolutely prac-
tical and is worth all you pay for it.
You can drive the motor car around
the block of across the continent.

The outer edges of the market have
only been scraped. If you do not
have a car, take a trip across the contin-
ent. Of the making of many cars there is
no end, but you will have a hard time
to meet a man who is not driving
just how he can finally own a car
and he will some day. This means
that the market is continent-wide.

It will probably surprise prospective
motor car buyers to learn that novelties
of design and construction are
not considered as inducements to the
purchase of one make or another half
as much as time-tried features are.
One of the city's chief authorities on
things automobile puts it: "The cars
that have made good have done so be-
cause their designers got down to bed
rock at the start. They studied and
experimented until they hit the right
mechanical principles, and then they
stuck to them."

New things may be talking points
and a clever salesman can often get
away with them, but it's the good
old reliable things that do their duty
without constant tinkering that make
satisfied motorists.

Takes the clutch as an example. It's
apparently a small thing--just one of
the workings that is out of sight and
should be out of mind as well. On a
good car it is, but language fails to
convey an appreciation of the troubles
to which a poor clutch can give rise.
There are few cars on the market
today that have been built with
the same type of clutch for eight
years.

Eight years ago the clutch was a
pretty troublesome part of the car.
It had a great many moods and you
never knew when it was going to grab
and catapult the car against some-
thing, at the same time biting pieces
out of the rear tires, or to slip, as
smooth as oil and leave you stranded.
If you happened to get stuck in a mud
hole, the clutch either slipped and
left you there, or you burned the fac-
ing off of it entirely in trying to pull
out.

Just as the new season is open-
ing in all its splendid activity the sad
import of what it will mean to the
motor car dealer is forced upon us.
The factories are working to the limit
of their capacity. The men who are
building the cars are upon the job
ready for a race that will be the
theme for the after-season conversa-
tions when thousands of cars have
been sold.

PEERLESS HUDSON AND BIG NATIONAL CARS WINNERS.

Many Makes of Motor Cars Offered to a Willing Public in the Greatest Year of the Automobile Industry. Tons of Metal Pounded Into the Finest Line of Self-Moving Machines Ever Built.

NEW SELF-STARTER.

What is claimed to be a hundred per cent. perfect self-starter is to be part of the equipment of all 1913 Peerless cars. The starter is of special design made by the Gray Davis Company for the Peerless people, and such a remarkable performance as running the car up an 18 per cent. grade on the starter alone is among the claims.

This addition now gives the Peerless every possible economy in the way of equipment. The new 1913 car has the electric lighting system which was so well received in last year's model.

The new Peerless cars are now being shown and are among the most beautiful in design ever exhibited in the local market. All Peerless models in the future will have the new starter.

This starter is the product of the Gray Davis forces, acting with the engineering department of the Peerless company. It is claimed it will be as important an addition to the modern motor car as the dynamo electric lighting system worked out by the same men and first used on the Peerless.

Great things are claimed for this starter. Its makers say it is thoroughly dependable. Its important qualities are simplicity and power. It consists of a small electric motor of special design mounted so it will rotate the fly wheel.

HOW STARTER WORKS.
A gear ring is placed around the fly wheel and a gear arranged on the shaft of the motor so that the two will mesh. A pedal in the driver's compartment brings about this engagement. At the first pressure of the pedal the gears are brought together and the motor power is turned into the electric motor to turn it over, making the engagement of the gears certain and easy.

Further pressure admits the full electric current into the motor and it begins to spin the engine rapidly. It will rotate a "Hudson" Peerless engine half an hour and a "Hudson" almost as long.

Before it was adopted this starter was put through the severest possible tests. The experimenters drove the car half a mile with the power of the starter alone. At the end of that time the power of the starter enabled the engine to be turned over again and again.

USED AS POWER.
With the same car on second speed they drove on the power of the starter up a 18 per cent. grade an eighth of a mile long.

The engine cannot backfire when the starter is in use. The starter is installed as part of the electric system that operates the lights. After considerable experimenting it was found possible to operate the starter on six volts. This is exactly the voltage required for lighting, and does away with complicated transformers.

RACED INTO PROMINENCE.
NATIONAL ON THE SQUARE.
First impressions are seldom correct. Your first impression of the National factory and the National car is not imposing. The bare old walls are not impressive. You might as well be entering a sawmill as a factory when you start into the National plant, but once inside the revelations commence and come in big blocks that continue to surprise you until you have completed the circuit of a plant that is strictly down to date, and ready for every curve and twist of the motor car industry.

Johnny Atkin was the first man to impress us at the big factory after we had passed through the office and been treated royally there. Now Atkin is closely associated with National victories, and with National advancement, and it was more than interesting to watch the big fellow among the cars in the making. Amid piles of steel, the tensile strength of which had been tested in the greatest road race of the year, Atkin was in his glory.

When Joe Dawson won the 500-mile race at Indianapolis on May 26, he won with a National won built at the National factory. This car was built by men who were willing to study other machines, who were willing to hear "knocks" in the motor when there was a "knock," and who were prepared with the aid of some of the greatest mechanics known to the trade, to improve any defects which developed in the several tests handed to the machines.

DAWSON ON JOB.
Well, we met Joe Dawson in the testroom, looking over a new National with longing eyes. Joe was not "swelled" up with that big check he had received after winning that great race, but he was looking over that car as lovingly as a mother watches her babe. Dawson wanted another race. He had won against the best of them and was anxious to try again. It was a good place to learn about a car that had proved unbreakable when some of the greatest cars of the country had failed to win.

Then it behooved each to take extra care. This extra care was applied to every car that was being turned out.

HAVE NO SECRETS.
The willingness with which the department superintendents showed each nook and cranny of that great plant impressed each of us. There was no desire to hide anything. There did not seem to be any secrets. A mechanic from any other plant could have gone through and examined each car and might have learned many things, but the National people did not mind. They had nothing to conceal.

This openness could not fail to impress men who are always ready to guard a secret. Even to the laborer, who was completely at every detail, this same openness was exhibited. What was the difference? The National had passed through the experimental period, and was now at the zenith of its glory, a car that would stand the test of a 100-mile race, in the fiercest motor contest ever planned, and when tried, would not be found wanting.

The first year's business done by the concern was over \$4,000,000, the largest first year's business ever done by any automobile concern in the industry. It still stands as a record. Their first car, which was built the first day that the Hudson built any cars, and the number of it is the Hudson Car No. 1, is being driven in Los Angeles today. The initial car built by Hudson Car No. 1 was built in Poughkeepsie, N. Y.

Then Mr. Coffin created the Hudson "24," and the year following the Hudson "24" was the first of the Hudson "24" cars starting Hudson "24." For two years past he has worked to gather under his the most efficient engineers to be had from the automobile centers of the world.

UNIQUE BOARD.
He built up a board of forty-eight engineers, who had a hand in the building of over 300,000 automobiles of ninety-two different makes. There are engineers on this board who are specialists from every automobile building center in America, France, Germany, England, Italy and Austria. Each of them has some special ability in which he is supreme. Several, for instance, are specialists in motor construction. Others know everything about body designing, but know only exceptionally the fine points about building motors and getting most power and durability from least consumption of fuel.

In creating his greatest car, Coffin utilized these engineers' ability in building them. Working together they created the masterpiece in the new Hudson "24," and just lately there has been an announcement that the new Hudson "24" will build 4000 four-cylinder cars and 3000 six-cylinder cars.

The officers of the company are: R. D. Chapin, president; Howard E. Coffin, vice-president; R. H. Broadwell, vice-president; Fred Benner, secretary; and R. B. Jackson, treasurer and general manager.

SPACIOUS BUICK HOME.
IMMENSE AREA FOR CAR.
When you first see the Buick plant stretched out before you, it seems that the builders have devoted everything except the business section of Flint, Mich., to space for Buick cars. Building after building is spread out before you, and the end is not yet, as you learn at once that another twenty-tracker section has been set aside for other buildings.

There is room and to spare, but when the wheels of industry began to whirl, it needed every foot of space devoted to the manufacture of the Buick car to produce the 4500 machines promised for this season. When you glance through the long buildings where the cars are being formed, you are given a small idea of the amount of money expended to build a Buick car.

You can make the journey from Detroit up to Flint by train, or even by electric car, but best of all in a Buick "40." In this way you make the chance to see every inch of the road. On the way up you pass through Pontiac, Mich., close to the home of the Flattors electric, the Cartier and the Oakland cars. But

you must be prepared for something larger than any of the plants you see on this trip. The electric cars almost take you right to the yard of the immense plant.

WONDERFUL OUTPUT.
Once inside, you have a chance to glance around. Then you see what it means to get out the thousands of machines which are now being shipped in trainloads. Then you know, perhaps for the first time, why it was possible for Charles W. Howard to arrange a trainload of cars from Flint clear through to California. You see this great output moving from the yards like cattle off a wide range and you understand then what it really means to build machines which have come into popular favor.

Let's start from the office and go into the foundry. The Buick car is built entirely in the factory. You can be sure of this as the plant is isolated and far from any other manufacturing concern. Any great idea of the Buick plant, though isolated in one of the busiest places a man ever entered. To the uninitiated it is a veritable maze of the factory. It is a man at the helm it is an open book.

Method is everywhere. You could ask for a certain part of one of the 4500 cars and it would be located for you. "Please let me see the rear axle housing for this car, 666487." This request could be granted by a trip down through the lanes, like city streets and back to the rear of the plant. The Buick factory buildings are not ten-story affairs, but are built over the ground, close to the ground, and it is not necessary to move the tons of material more than a few feet up or down.

FIRST IN FIELD.
WATERLEY ELECTRIC.
The plant of the Waterley Company at Indianapolis, Ind., manufacturer of electric power for commercial cars, covers an area of four city blocks with almost 300,000 square feet of floor space. It is one of the busy electric factories where only high-grade cars are made.

The Waterley Company was organized in 1910 by Charles Henry Smith, for the manufacture of the Waterley electric. During the day the factory turned out cars on an average of 500 each day. Up until 1917 the Waterley Company was engaged in the manufacture of electric bicycles, but about this time the automobile began to come into prominence, and the Waterley Company, seeing the possibilities of the electric, began to gradually work into the manufacture of the electric vehicle.

FIRST WATERLEY ELECTRIC.
In 1916, just one year later, the first Waterley electric was shown in New York at an electrical and bicycle show. The Waterley electric was the regular automobile shown and annually now in the larger cities of the United States. The Waterley was the only electric vehicle shown at this particular show, and so far as it has been ascertained, this was the first completed electric vehicle to exist at that time. Later on in that year, however, another competitor showed one of their cars at a Chicago show.

This company is now giving a great deal of attention to the manufacture of the commercial car and these vehicles are operated by almost every large business concern in the United States who use the power of delivery wagons.

The Waterley Company has continually adhered to the policy of building nothing but the best automobile, and at the present time, is engaged in the manufacture of electric vehicles exclusively.

MAKES RAPID STRIDES.
In the past four or five years, rapid strides have been made by this company in the way of new designs and increasing the market and the manufacturing facilities. At the present time there are about 900 men employed by this company.

Robert H. Rice, general manager, has been associated with the Waterley company as general manager for nine years and was previously connected with the company as manager of the Providence (R.I.) branch. W. C. Johnson, secretary and assistant manager, was associated with the company at Hartford, coming to Indianapolis about the same time.

While the business section of the company at Hartford, coming to Indianapolis about the same time, increased, the same care and the same attention to each car will be given during the 1913 season. R. O. Harrison is the local Waterley agent and he has arranged to handle the cars this year in as large numbers as possible, but his allotment will be limited.

The Waterley people will follow this policy of limiting the men who are outside agents in order to make the goods strictly down-to-date. The prospects this year for the electric industry were never brighter. At the great plant in Indianapolis the wheels are buzzing steadily and much is being done to make this year's output the best of all. The working force is hustling with the orders and the demand for the Waterley is greater than ever but the demand will not make the output a makeshift affair even though twice as many cars could be sold.

NEW AND CRASSY.
HENDERSON OF INDIANAPOLIS.
The Henderson Motor Car Company of Indianapolis must not be confused with the Henderson Motor Sales Company, manufacturers of the cars. The Henderson car is built in the factory of the Henderson Motor Car Company, and is one of the newest and latest low-priced creations to reach the market in 1913. This car is the outgrowth of many ideas, and embodies all of the latest wrinkles learned by hard knocks, and is a handsome and stylish car, well-finished, with an excellent motor, and this year already is making a strong bid for popularity.

L. Carter is president of the Henderson Motor Car Company.

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LOS ANGELES ATHLETIC CLUB
LOS ANGELES, CAL.
September 25th, 1912.

Smith Brothers, Stearns-Knight Agents,
742 South Olive St.,
Los Angeles, Cal.

Gentlemen:

Several months ago I purchased a five passenger 1912 Stearns-Knight car. After driving this car for some time I started out and made the following trip: Los Angeles to Bakersfield by way of the San Francisco Canyon. From Bakersfield to Fresno, Fresno to Stockton, Stockton to Sacramento, to Redding, over the Siakiyou Mountains to Ashland. From Ashland, I drove over Grant's Pass, Oregon, across the State of Oregon to Crescent City on the Coast, then south to Eureka, to Willits, to Napa City, California, San Francisco, then to Sacramento via Auburn and Colfax over the Summit, via Donner Lake to the Truckee River, up this river to Lake Tahoe. This is one of the hardest roads in the United States and is traveled very little by automobiles en route to Tahoe. From Lake Tahoe I went back to Truckee and Reno, Nevada. From Reno I drove to Virginia City, which is on top of a mountain 8500 feet high. From Virginia City to Carson City, to Glenbrook on the lake and back by way of Tallac and Placerville. Through Oakland again and by way of the Coast route to Lompoc, Santa Barbara and Los Angeles.

The entire trip covered some 3500 miles and considering the Northern California and Oregon roads, mountains, etc., I believe this trip is more than equal to a round trip to New York City. I was accompanied by Mrs. Daggett and my son, Mr. H. L. Daggett. Mr. and Mrs. M. Fletcher of Whittier were also in the party, making a full capacity load. Beside this we carried several suit cases and luggage. In many cases the mileage between gasoline stations was so great that it was necessary to carry five gallons of extra gasoline. We did not have a particle of trouble on the whole trip except to change two spark plugs on Grant's Pass. I have owned several automobiles before this one and never have had a trip which gave me the pleasure and the little expense and trouble that I have enjoyed in my Stearns-Knight car.

It is needless to say after such a trip that I am more than pleased with my Stearns-Knight car and would not look further were I in the market for another high grade car, as I am convinced that the Knight engine far surpasses any.

Very truly yours,
(Signed) *G. H. Daggett*

SMITH BROTHERS
Stearns 742-44-46-48 SOUTH OLIVE ST.
LOS ANGELES, CAL. *Electric*

"54" HUDSON—A Six
65 miles an hour. To 50 miles an hour in 30 seconds, from standing start.

Want to Trade Your Old Automobile?
Don't make a mistake when you trade your present car in on a new one. First make sure that you would choose if you were paying cash. Then get the best allowance on your old car that you can get. An apparently big price for your machine binds you as to the real value of the new car.

Most Buyers Now Have Old Cars to Sell
If you are postponing your decision as to what car you will take, pending the disposal of your old automobile, consider carefully the cars that are made for trading. Remember that most buyers of the better grade cars have owned automobiles in the past and that they are disposing of those old cars because the cars failed in some particular to be completely satisfactory.

In the car that you plan to buy, you expect a more satisfactory automobile than the one you are selling. Perhaps a lack of power, or speed, or uncomfortable riding qualities, or lack of safety, or some other detail has not pleased you in the car that you are selling. Naturally you will see to it that your new car will not be similarly unsatisfactory. You should further be sure that the new car is also satisfactory in all other essentials such as sturdiness, simplicity, freedom from mechanical faults and also that it is modern in appointment, equipment and luxurious furnishings. And be particular that it is comfortable to ride in, that it

is roomy enough for you to spend about as much time in it as you do in the house.

Some Cars Made for Trading
Recognizing that many buyers of new cars this year are those who have owned automobiles in the past, some well-known manufacturers have purposely planned to attract the buyer who has an old car to trade. It is the same practice as obtaining in the piano, typewriter, sewing machine and other lines.

Such cars have value, of course, but since they are planned for "trade deals," the trade usually being made through a dealer, an extra large discount is allowed the dealer so that he can absorb the mistakes he may make in allowing too generous a price on the old cars.

Your Safety
Most people know that a car is usually given delivery by a dealer as much as an 80 percent. The car is placed at a dealer's such a discount and many manufacturers have purposely planned to attract the buyer who has an old car to trade. It is the same practice as obtaining in the piano, typewriter, sewing machine and other lines.

Such cars have value, of course, but since they are planned for "trade deals," the trade usually being made through a dealer, an extra large discount is allowed the dealer so that he can absorb the mistakes he may make in allowing too generous a price on the old cars.

So even though you are made an extra generous allowance on your old car toward the purchase of a new one, you must feel doubtful about its quality. It is as if the examining doctor of an insurance company would advise the issuance of a policy to you if you knew yourself a hazardous risk and knew that the doctor knew it.

Electric Self-Starting—Electrically Lighted
Remember the importance of that statement. These men, trained in 11 European and American factories, had a hand in building over 200,000 cars. They combined their experience and skill in perfecting the New HUDSON.

The "54" HUDSON is a six-cylinder car, with a 12-inch wheelbase and a speed of 65 miles in 30 seconds from standing start. It is offered as a superior to any car of its class and is equipped as above. Prices are reasonable.

DELCO SYSTEM—Starting, Lighting and Ignition—Used on all
SEE THE TRIANGLE ON THE RADIATOR.

Hudson Sales Company :: H. L.
A-4734 1118-1120 South Olive Street, Los Angeles

Ornate Home of the Hudson Cars at Detroit
Where the workmen are ready for large shipments. This is the spike and span motor plant which is run by the youngest man in the business. At the left, Roy D. Chapin, vice-president of the company, and his associate, Howard E. Coffin, one of the best engineers known to the trade and an authority in automobile matters.

Behind the old try-covered walls at the National plant a gang of busy men were preparing the 1913 models. These are to have the same characteristics which marked the 1912 cars, but they are also to have many refinements which we did not believe possible last year. The National car was made to race, and it raced itself into prominence. Once again you realize this when you see the corps of mechanics building that car.

Those men who were watching every part of that machine did not know what the car they were building that minute might be entered in the Los Angeles-Phoenix road race. They dared not take a chance. That car might be sent over the desert on a grueling grind that would test it to the fiber of its mechanism, and produce any defect which their

Willys' entrance into the automobile world, first as a manufacturer, and second as a manufacturer of the Elmiras Arms Company, was a success. The fundamental object of the Elmiras Arms Company was to produce a car which would be a success in the automobile world. The Elmiras Arms Company was a success in the automobile world. The Elmiras Arms Company was a success in the automobile world.

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The White
OVERLAND
GREAT PA

Royal Triumvirate No
After the World's Best
Driving—High and
Handsome and Better

ONE-MAN FLAME.
WILLYS AND OVERLAND
It was one of those hot days in Toledo, O., and the heat was so bad that I did not feel like going out. I was sitting in the car when I learned just how good the Overland was. I was sitting in the car when I learned just how good the Overland was. I was sitting in the car when I learned just how good the Overland was.

Only four years ago Mr. Willy's car was one of the best cars in the world. It was one of the best cars in the world. It was one of the best cars in the world. It was one of the best cars in the world.

MAN OF MART.
John N. Willy was born in Canada, N. Y., in 1874. He was born in Canada, N. Y., in 1874. He was born in Canada, N. Y., in 1874. He was born in Canada, N. Y., in 1874.

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The Whirring Wheels Now Are Whizzing.

Another Offering.
OVERLAND AND OAKLAND
GREAT PAIR FOR ANYONE.
Royal Triumvirate Now Ready for Critical Inspection.
After the World's Best Mechanicians Have Had an
Inspection—High and Low-Priced Cars Were Never
Handomer and Better Than This Season.

ONE-MAN PLANT.

WILLIS AND OVERLAND.
It was one of those hot days when the sun was beating down on the streets of Toledo, O., and the first of the season's rain was falling. John N. Willis, the man who has made the Overland and Oakland cars famous, was in his office, looking over the plans of the new car. He was a man of about 35, with a high forehead and a serious expression. He was dressed in a suit and tie, and was looking at the plans with a critical eye. He was a man of great energy and determination, and he was determined to make the Overland and Oakland cars the best in the world.

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UP AGAINST IT.

Then followed the disagreeable discovery that the Overland Company was in bad financial straits and could not deliver the cars. Willis had labored under the impression that the company was as strong as the rock of Gibraltar, but a visit to the plant in 1911 dispelled that illusion.

The Overland Company was in a hole which threatened also to engulf the American Motor Car Sales Company, in which Willis had invested his all, unless heroic measures were adopted to prevent the catastrophe.

Willis had inspected the Overland plant on a Saturday finding practically no work in progress, and made an appointment with the manager at the Grand Hotel, Indianapolis, on the following day. He demanded to know the reason for the threatened failure to deliver the cars on which he had made deposits.

"Because," said the manager, "our payroll had been only partially met. This was during the panic of 1907. Banks at Indianapolis were paying in script and cash could hardly be obtained under any circumstances."

A crisis was evident. The week's payroll had been only partially met. This was during the panic of 1907. Banks at Indianapolis were paying in script and cash could hardly be obtained under any circumstances.

It was Sunday and during the panic of 1907. The proprietor of the American Motor Car Sales Company had no great surplus of cash on hand to meet this emergency, and it was a problem as to how the amount was to be raised immediately even with the backing of a liberal bank account.

Willis asked the clerk of the hotel to cash his personal check for \$100. When that individual recovered from the shock, Willis was told that any talk of \$100 on a Sunday in that vicinity was like picking gold nuggets from cherry trees.

"I must have it," declared Willis. "Where are you going to get it?" asked the clerk. "You must give it to me," responded Willis.

Not all hotel clerks are so accommodating or so potent in affairs pertaining to the exchange of cash for promises to pay. But the upshot of the matter in this particular case was that after scraping the till, cleaning out the safe and making up small sums here and there the \$100 was raised, and Willis had saved the day temporarily.

NEEDED A PLANT.

An option on thirty acres of land was obtained in the vicinity of Indianapolis, when in April of 1909 he heard for the first time that the Toledo plant at Toledo, O., was for sale. This was only fifteen months after Willis had taken hold of the Overland Company.

At his home in Indianapolis, Willis was preparing to go to New York on business connected with the new building project. He received a long-distance call from the Toledo representative of the Overland Company asking him to come immediately to Toledo with a view to its purchase.

At first he refused to go and dismissed the matter from his mind. On board the train to New York he began to think it over, and when he learned that there was a Toledo sleeper on the train, he changed cars and arrived in Toledo on a Friday morning ready for a new conquest.

With characteristic economy of time he examined the plant that day, boarded the Twentieth Century train for New York in the evening, and on the following day closed the deal in New York with Albert Pope, president of the Pope-Toledo Manufacturing Company.

Willis secured the property upon a deposit of \$25,000 to bind the bargain. All this was completed in less than forty-eight hours since Mr. Willis first heard of the Pope-Toledo plant. This remarkable series of events transpired within the incredibly brief period of fifteen months.

When Willis purchased the Toledo property, the original plant covered only seven acres. The present plant covers seventy-two acres with thirty-two separate buildings. The number of buildings has been doubled. A new building 395,460 feet, and four stories high, is in process of construction.

With the completion of this new building, the organization will have a million and a quarter square feet of floor space.

SUCCESS AT LAST.
The approximate output for 1911 will be 40,000 cars, at an approximate

valuation of \$50,000,000.

There are today 60,000 Overlands on the road. Willis is 35 years old, and when he assumed the presidency of the Overland company at 14 years of age, he was the youngest president in the industry at that time. Today he owns and controls every share of stock in a \$5,000,000 company. His holdings including buildings, land, machinery and other equipment, will probably total \$10,000,000. Willis holds the unique position of being the only man who controls all the stock of any big and important motor car company. His daring and success has caused him to be termed the "Napoleon of automobile finance."

In addition to his interests in the Overland and Marion companies, Willis controls the Kinney Manufacturing Company, Toledo, O., makers of radiators, fenders, and all sheet metal parts; the Garford company, Elvira, O.; Gram Motor Truck Company, Lima, O.; Warner Manufacturing Company, Casper, Wyo.; and the Elvira, N. Y., makers of automobile lamps, and the Morrow Manufacturing Company of Elvira, N. Y., manufacturers of automobile parts. Willis is a man of strong personality, a natural leader of men, and his wonderful success has unquestionably demonstrated his ability as an organizer and financier. His success has not changed him from being a "good fellow" and a "mixer." He does not know the meaning of snobbishness. He is usually democratic. He has a wonderful memory for every detail connected with his business. He knows his men in the plant, and there are 5,000 of them. He is a man who gives credit where credit is due, and is more liable to praise a good piece of work rather than to praise it enough.

HARMONY PREVAILS.
There is no concern in the country, either in or out of the motor car industry, where harmony is more noticeable. Every one of the 5,000 employees is ready and willing to fight with him mentally and physically for his president. Willis in return treats his employees as men and probably pays them better wages than any other concern in the industry. While some men and wealth have crowned his efforts, he has not forgotten that he owes his success to the men who work for him. His fundamental object in the industrial world is not alone to make money, but to build up a great industrial organization that will care for all time for all those identified with it, yielding to them indefinite opportunities for the enjoyment of ideal conditions of life and for mental and moral improvement.

Willis is absolutely a self-made man. All credit should be given him alone for the unprecedented growth of the Overland company and the popularity of the Overland car. If, however, he were asked where the success lies, he would immediately say without hesitation that it was the men on the pay roll who had built up his company.

Willis is a stockholder in the Daily Times of Toledo, vice-president and director in the Chelsea Exchange Bank of New York, a thirty-second degree Mason, a Knight Templar, a Mystic Shriner, and a member of the Toledo Club, the Castalia Club of Toledo, Toledo Yacht Club, Toledo Country Club, Iverness Club, Commercial Club of Toledo, Columbia Club of Toledo, and the Society of Automobile Engineers and other organizations.

He is fond of all outdoor sports, but is particularly interested in automobile, golfing and yachting.

OAKLAND PERFECTION.
NO CHANGES NEEDED.
Through the courtesy of Mr. Daniels the doors of the big Oakland factory were thrown wide open to us. We saw a plant that is equipped to

Bullock's



A Demonstration

—The importance of these Bullock prices is emphasized by the persistent rumors of an advance soon to come—
—First Quality tires only at Bullock's—

8 x 28	.....	\$11.95
8 x 30	.....	18.10
8 1/2 x 30	.....	18.50
8 1/2 x 32	.....	19.75
8 1/2 x 34	.....	21.40
8 1/2 x 36	.....	28.00
4 x 32	.....	27.50
4 x 38	.....	28.00
4 x 34	.....	29.00
4 x 35	.....	30.00
4 x 36	.....	31.00
4 x 37	.....	32.00
4 1/2 x 34	.....	37.80
4 1/2 x 35	.....	38.00
4 1/2 x 36	.....	39.00
4 1/2 x 37	.....	40.00
5 x 35	.....	47.25
5 x 36	.....	47.50
5 x 37	.....	50.00
5 1/2 x 37	.....	58.00
5 1/2 x 38	.....	62.00

—this is an emergency can—one that you can carry with safety in your auto—Monday and every day this week.
Auto Gauntlets at \$1.50 Pair
—175 pairs of Auto Gloves, some of genuine Horsehide with gauntlet—others with patent leather gauntlet—
Rubber Covered Ropes \$3.95
—4160-inch plumb-line rubber-covered ropes—fine for wet weather or cold fall and winter days—very warm.

Newton Horns at \$15.00
—in brass, black and nickel finish—as good as any Motor driven horn, \$15.00 each.
5 lb. Can Grease 50c
—1000 lbs. Cup or Transmission Grease, put up in 5-lb. cans, 50c each—you know the regular price—better lay in a supply.

Ford Lighting Outfits \$6.50
—these outfits are complete in every detail including an extra bulb valued at 75c—
—Ford Electric Lighting Outfits can very easily be attached to any Ford car—by the most experienced Autoist—All Ford Cars should be electric lighted—

Rear Tire Holders \$5.50
—strong, durable Holders made especially for Runabouts and 4 door Touring cars. Are placed at rear of car, out of the way.
Tire Holders \$7.50
—For use on cars that fail on the running board and do not affect the finish of your car—can be easily removed without leaving scratches.
Filler Cans \$1.50
—100 filler cans, complete with most and funnel top, 11 1/2 inch each.
Oil Tanks \$6.50
—21 gallon Tanks complete with 2 measures and pump—the tanks are of galvanized iron and are very strong and durable.
—Small size cans, \$1.25.
—Large cans—for large touring cars, \$1.75.
No Brush Varnish
—a new varnish that you can apply to your car with a small piece of cheesecloth—dries in 20 hours—Small size cans, \$1.25.
—Large cans—for large touring cars, \$1.75.
Schebler Carburetors
—The famous Model "L"—note our Fair Prices—Every Carburetor guaranteed to be genuine and fully warranted.
1 inch, \$11.00.
1 1/2 inch, \$12.50.
2 1/2 inch, \$14.00.

Oil Tanned Chamois
14x18 size, 25c.
18x24 size, 50c.
24x37 size, \$1.00.
—fine, oil tanned chamois—about 100 of each size.
Tire Holders \$2.00 Set
Now is the time to get your holders for extra tires—just 50 sets that were marked \$2.55 to \$4.00—and which we have grouped in one group and marked at \$2.00 set. This lot includes single, single or double, and double.

turn out just such a car as we found the Oakland to be. When we had finished a circuit of the big buildings we knew why no apologies are necessary for this car. The Oakland is a car that will pass the severest and most critical inspection.

EXHAUSTIVE TEST.
Here we found another exhaustive series of tests prepared for the fine cars. They are given a motor test. Then they are sent out to the chassis onto the road for the road test, and then are brought back and assembled and given another test. Finally they are ready for shipment and when Gilbert Woodell, manager of the local agency, receives his Oakland car he need make no excuses whatever. The car will be ready for the purchaser.

When a car is turned out of the Oakland factory, that car has been carefully examined, specially tested and thoroughly inspected by a corps of men, each of whom is a skilled mechanic. Oakland cars are not radically changed this year. They will be practically the same as last season, but the refinements that are to be added will be in the line of improvements that change in the mechanism.

NO CHANGE NEEDED.
According to Mr. Daniels, the man at the helm of affairs, no radical changes are necessary. He is satisfied with the product as far as the motor, rear axle, front axle, springs, frame, trunk, rods, body and top are concerned. He might change the lamps and he might agree to hang the motor differently, but this year the Oakland cars will be the same as in 1911, but the output will be larger.

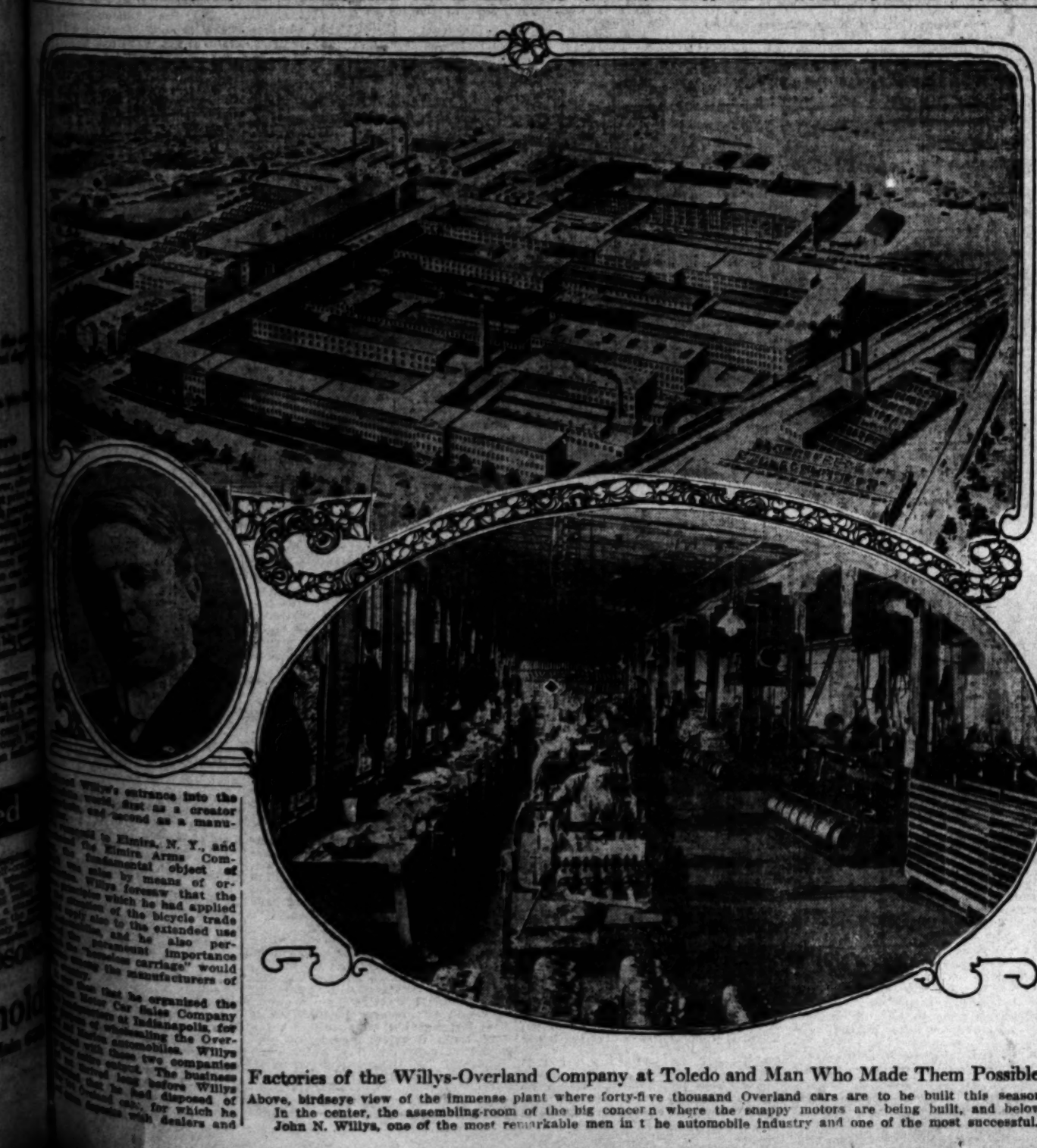
The Oakland plant is at Pontiac, Mich., only a short distance from the home of the Cartiercar. It is only fitting and right that a product marketed by the General Motors Company should be housed in a building large enough to meet the requirements of a down-to-date medium-priced car.

The Oakland has won name and fame. It has made good from the time it was first built, until the present. When you visit the factory this fact is impressed upon you. The Oakland is built carefully, steadily and steadily, by a corps of workmen who are skilled in the finer points of motor car building.

We saw the Oakland steering knuckle being hammered into shape, and were more than pleased to remark that this particularly dapper part of an automobile is given all the attention that can possibly be handed to a delicate piece of mechanism. The steel is hammered and pounded, and then pounded some more, until a large bar of iron is forced into a small piece of metal, the tensile strength of which is enough to apparently render the heavier bar that can be handed to the car.

The officers of the Oakland factory are: President, Thomas Neal, secretary, Standish Backus; treasurer, James T. Shaw; general manager, George E. Daniels; general sales manager, H. H. Tinsman; purchasing agent, H. H. Tinsman; works manager, T. W. Wilson.

HUDSON—A Six
on hour. To 50 miles on 20 seconds, from standing.
First make sure that it is the new car that you can. You would naturally expect the quality of the company.
Your Safety is Here
Most people know what a dangerous thing it is to drive a car without a seat belt. A few companies, however, make cars with seat belts as standard equipment. The car is placed at a figure which makes such a discount and still makes the manufacturer. Most manufacturers, however, make cars with seat belts as an extra feature. The best safety you have is in a car with a seat belt. That is the reason why the profit is made on the seat belt. The profit is made on the seat belt. The profit is made on the seat belt.
Used on all HUDSON
H. L. Arnold
Angles



Factories of the Willis-Overland Company at Toledo and Man Who Made Them Possible.
Above, birdseye view of the immense plant where forty-five thousand Overland cars are to be built this season. In the center, the assembling room where the snappy motors are being built, and below, John N. Willis, one of the most remarkable men in the automobile industry and one of the most successful.

PACKARD, PATHFINDER AND THE KNOX ALL PASS MUSTER.

Wonderous Display of Late Model Cars in Heart of Motordom, Where the Wheels Are Buzzing Faster Than They Ever Did Before—Great Preparations Being Made for Record Output of New Motor Cars.

PACKARD IS FAULTLESS.

EVERYONE MAY SEE. The Packard factory looks like the Packard car. There is nothing to find fault with. Even the surroundings are choice. You drive about four miles from the Hotel Pontchartrain, in Detroit, before you reach the home of the high-grade car. Then when you are ushered into the reception room your card is taken and you wait. Only a few minutes, however. Then an affable young man takes charge of you and if there is anything in the Packard plant that you fail to see, it is your fault.

Everything is wide open. The Packard people have nothing to be ashamed of. You are at once impressed with this desire to show the car to the public. Not that they wish to sell you. Far from it. You could not buy a Packard if you were ever so wealthy, as the cars are not for sale, but you can see them from tail lamp to radiator. The car is open for the most critical inspection.

Well, after leaving the rows of offices and the large force, working overtime to get everything in shape, you have a chance to go into the gear-cutting plant, and your eyes are immediately opened. It is wonderful. The teeth are bitten out to within a sixteenth of an inch of accuracy and every part is made to fit exactly. How could you strip a Packard gear? This question will occur to you many, many times.

CUTTING THE GEARS.

Down the aisles, to whirling machinery, you are conducted. You see the gear-cutters running in baths of oil and turning off the parts with a regularity that makes you think of an endless chain. The machines are almost human. One piece after another is cut. You have seen the bar steel, now you see the gears. But even after they are cut they must be tested, and they are tested to a nicety. But to tell you all that a Packard car goes through would take you. The quick-witted man, who sits opposite that machine, estimates a high salary. He watches every move of every man, and keeps tab on all the machines. He is responsible for the car in the making, and he wants to be sure it will be made right.

Now we are taken into the room where the steam hammers are at work. Oh, what a force is shown here. The iron, or the steel I should say, is white hot. Then comes the hammer with terrific force, and pounds that steel into a crank shaft. That shaft, metal is soon to be pressed into so small a mass that you could not break it by driving a 5000-pound motor car across the United States.

Then the crank shaft is ready, and is turned out to cool. Next you see that crank shaft balanced so perfectly that it rolls as easily as the quicksilver in your level. Yes, it seems wonderful, but there are more wonderful things yet to come. You are watching the making of a high-grade car. Remember it costs money to build Packards. You are watching one of the high-powered high-priced plants in action.

But you have spent three hours in the Packard plant and have seen only half of the big concern. Wait. The attendant says you are invited to luncheon. Think of it, to a luncheon in a factory where they make only motor cars. You are escorted to a dining-room that would be fitting for a high-class hotel.

TREATED LIKE KING.

You are served with a dinner fit for a king, and you meet thousands of employees who have been dining there for the past few months and who are helping to turn out the 1913 cars. Everything seems to work like a great clock, and then you begin to

relate through more rooms full of machinery until you reach the body building plant. If a man wrote a book he could not exhaust a subject which would deal with body design. How beautiful they are!

You see them there being turned out in a queen's taste, and, too, you see how they have been tested and are still to be tested. The car that comes through that test has a right to take first prize in body design when it comes to the motor pageant. The Packard car in the making is one of the beautiful creations of the motor world, and is worth all it costs to make and all it costs to own one. Ask the man who drives a Packard and he will tell you this is no exaggeration.

The officers of the Packard Motor Car Company are H. B. Joy, president; R. A. Alger, R. D. Walder, vice-presidents; F. H. McMillan, secretary and treasurer; Alvan Macaulay, general manager.

Directors of the Packard Motor Car Company: J. W. Packard, R. A. Alger, F. H. McMillan, T. H. Newberry, P. H. McMillan, R. P. Joy, H. B. Joy.

PATHFINDER GOOD ONE.

HIS DISTINCTIVE FEATURE. The growth in popularity of the Pathfinder "48" has reached a stage where an official announcement of this line of beautiful cars creates an interest in the automobile world which is second to no other car.

The initial Pathfinder "48" established a quality creed which has never been lost sight of by the manufacturers of this sturdy Indianapolis-made car. The executives of the Pathfinder company, men who have studied the automobile situation at home and abroad, have had this quality notion so firmly imbedded in their minds that the new Pathfinder series of models attracts the attention of the eye instantly. Beneath paint and varnish, the builders of the Pathfinder "48" have adhered to their quality standard also, and have announced the adoption of the most dependable and highest-grade electric engine starter made. This starter is the Gray & Davis electric system, which will be installed on Pathfinder cars in 1913 if desired.

The addition of this tried electric starter, with other refinements that are notable in the newest Pathfinders, gives the Pathfinder the right to be called the "quality leader" of the medium-priced car from a comparative standpoint.

FEW CHANGES.

No radical changes in design have been necessary on the new Pathfinder. The design adopted by this Indianapolis company has proven correct in every detail, a boast which has been proven by exhaustive tests instituted in every department of the Pathfinder factory. Engineers of world-wide fame have made Indianapolis a mecca during the last season, when the sturdy features of the Pathfinder chassis really became best known to motordom. These engineers, to a man, praised the Pathfinder and declared that the construction of the chassis was the nearest approach to mechanical perfection that had yet been attained. Practice has proved that these engineers were right in theory, for Uncle Sam's triple transcontinental tour in the interest of good roads, an undertaking in which A. L. Westgard is now engaged in crossing the great American continent three times in one touring season, is going a long way to prove what the Pathfinder engineers and builders have stood for. The United States government office of good roads chose the Pathfinder for this record-breaking touring feat after a rigid inspection of many other cars. Westgard is now high in his

praise of his Pathfinder, appropriate names for the excursion of the A.A.A. route-maker into unknown wilds.

Always careful of this excellent reputation for stability and guaranteed satisfaction, the Motor Manufacturing Company, builders of the Pathfinder "48," made exhaustive experiments with self-starters before selecting one to become a part of the equipment on Pathfinder cars. They save the matter careful consideration and study. They selected the Gray & Davis because it was the only proved electric starter in use at the present time. The Gray & Davis system has been adopted exclusively by cars of extremely high cost, and as a starter it is performing its function of adding safety and comfort to the owner in a way that makes its worth beyond question.

The Gray & Davis starter in no way interferes with the operation, ease of operation or mechanical arrangement of the Pathfinder power plant. It is in reality a separate unit, adding little additional weight to the car. There are no rods, brackets or complicated wiring systems to be contended with. Pressure on a foot pedal starts the engine. As soon as the ring begins the electric motor is disengaged.

ELECTRIC STARTER.

Nine out of every ten automobile accidents at railroad crossings are caused by the driver nervously choking his engine at the critical moment. Ordinarily the entire party is at the mercy of the oncoming engine. With the electric starting system being installed on the Pathfinder such a predicament is impossible. The slightest pressure on the pedal engages the electric motor with the fly-wheel of the engine and the automobile is converted into an electric for the moment and is carried over the tracks to safety without the slightest delay. It is not even necessary to shift gears. The Gray & Davis starter is so full enough to run the car with the clutch set and high gear engaged.

The essential features of the 1913 series of Pathfinder models are the long-stroke motor, enclosed valves, larger wheels, quiet motor, longer wheel base, moving parts, enclosed, and roomier bodies. The addition of the electric starter brings forth another advantage, inasmuch as the ignition features are wholly independent of the starter. The storage battery furnishes the current for the lighting and ignition as on all models equipped without the electric starter.

Instead of the four models of last year the Pathfinder line for the coming season will consist of six models, all on one standard chassis. The five-passenger touring car is listed at \$1875, the four-passenger sedan at \$1875, the two-passenger armored roadster at \$1875, the Pathfinder cruiser (a speedster with wire wheels of unusually classy design) at \$2069, a delivery wagon (with 1500 pounds capacity) at \$1800, and the Martha Washington coach (seating three passengers) at \$1869. The coach is equipped with the electric starter and lighting system as regular equipment. All models are elegant in finish and luxurious in appointment.

VARIETY OF VEHICLES.

KNOX REAL PIONEER.

The Knox Automobile Company is one of the five oldest builders of high-grade automobiles in the United States, selling its first model in 1900. It is also one of the few that build the complete car and are classed as manufacturers, and not assemblers.

Starting originally with about 5000 square feet of floor space, the constant demand for more Knox cars has forced additions by leaps and bounds, till the present mammoth plant of 500,000 square feet places the Knox factory among the best for the manufacture of high-grade automobiles exclusively. Costly automatic machinery and special tools have been installed to insure uniform work and a close standard in every part. The machine shop alone contains 50,000 square feet, with an assembling floor of the same size. Generous space has been provided for the blacksmith shop, annealing department, body and wood-working shop, paint shop, upholstery and top department, aluminum, brass and bronze foundry, testing department, engineering and experimental.

(Continued on Seventh Page.)



Birdseye View of Shops of the Packard Motor Car Company, Detroit. Thirty-seven acres of floor space. Packard cars and trucks are manufactured in this factory. Photographed by Henry B. Joy, president of the Packard Motor Car Company.

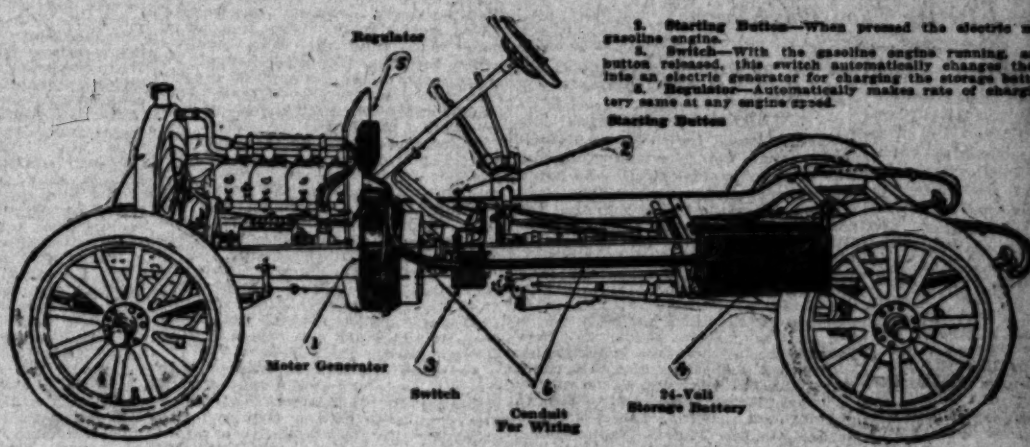
Rambler 1913

The Thomas B. Jeffery Company

Cross Country

Equipped \$1975

With Unit Gasoline and Electric Motor



No More Cranking—A Self-Starting Motor

HERE is a car destined for leadership. The new unit gasoline and electric motor is bound to give it first place.

The 1913 Cross Country was a popular success. Big sales prove that. One hundred and five per cent—our increase for the year—is a record.

Gasoline and Electric Motor

Think what this new motor means. It combines two widely used and thoroughly known power principles; one, in the perfect Cross Country gasoline engine; the other, in the commonly used electric motor generator.

Now you don't have to get out of your car to start or to light the lamps. Press the button—you start. Press another—you light the lamps. Read the explanation. Then see this new motor. The idea is so simple—the results so pleasing—you will wonder why it has not been done before.

This gasoline-electric motor consists of a single unit, combining a 25-horse power, four-cylinder gasoline engine with an electric motor generator.

There is no need for a separate starting device. From the instant you press the starting button this electric motor generator is creating and storing electric energy for future use.

The usual cast iron fly wheel of an ordinary engine is left off.

Noiseless and Simple

The parts forming the electric motor generator take the place of the fly wheel. It saves weight, bearings, chains, gears, complicated wiring and operates as silently as any electric motor.

Ten-inch Upholstery

The Cross Country in appearance has no equal.

In comfort we thought we had reached the limit—but now we have added ten-inch upholstery. Of power it has sufficient for emergency.

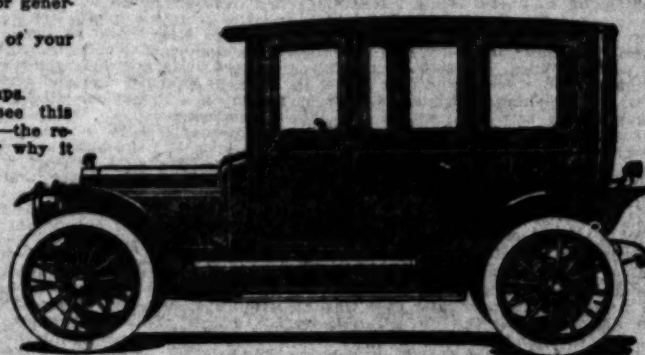
It's so flexible you can travel on high gear no faster than a man usually walks, or fifty miles an hour.

To steer is but to touch the wheel. It guides so easily you are conscious of no effort. Experienced motorists instantly appreciate this advantage.

10,000-Mile Guarantee

Of its reliability there can be no question, vouches for by our ten thousand mile guarantee.

Jeffery service is a reality. It has been gradually perfected by twelve years of actual field work and is now backed by an organization of more than four hundred dealers and branches.



This Sedan Model is Especially Designed for Ladies' Use. Complete with speedometer and overvalued tires, \$2700.

We make ninety-six per cent. of our parts and now have a half million invested in duplicate parts for the benefit of owners. Ask your banker or consult Dan or Bradstreet as to the responsibility of the Thomas B. Jeffery Company.

Four Big Features

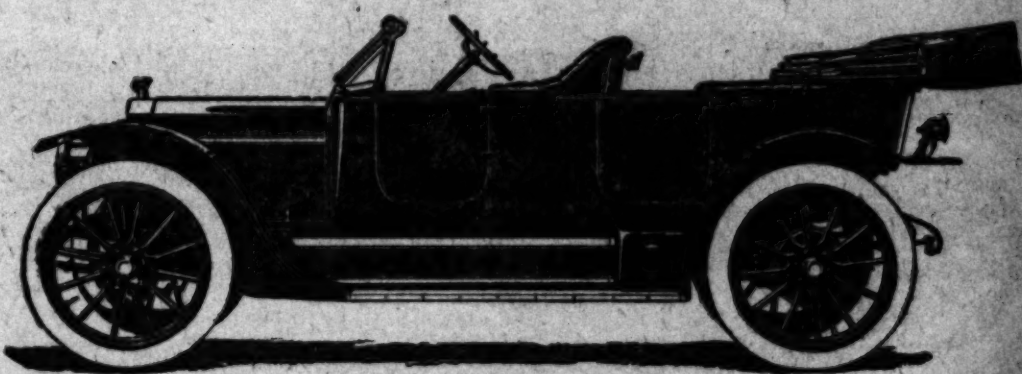
Here is what you get in the Cross Country.

Appearance that makes you proud of your purchase. Comfort rare and pleasing. A gasoline and electric motor in advance of the day.

A 10,000-mile guarantee backed by the Jeffery Company. Could you ask for more in a motor car?

We Guarantee Every Cross Country for 10,000 Miles

Subject to the conditions of the signed guarantee, which we give with each car.



\$1975 in Los Angeles

The W. K. Cowan Company

1140-1142 South Hope Street, Los Angeles, Cal.

BULLOCK'S BIG LINE.

TONS OF ACCESSORIES.

The automobile supply department at Bullock's has developed, during the past five years, into one of the chief factors in that great department store's trade. The branch was founded in 1907 and at that time occupied but one corner in an obscure corner of the store. Now it takes a quarter of the second floor to handle the business. Anything from the latest imported Irish robe to fifty-gallon oil tanks can be had for the asking. The evolution of the department is interesting. When the store opened, a line of bicycles was put in, with all the accessories; then the motorcycle came hit the south end and the branch was enlarged to take in the two-wheeled gas wagons. The next move was to put in a stock of tires for autos. It was found that the company could handle the stores at slightly lower prices, than was the usual thing with the jobbers. A fair per cent. of

profit was thought to be the fair thing.

There are many feature lines in the department and the most interesting will be dealt with here. The "Hi Gravity Auto" oil has been weighed in the balance and has not been found wanting in any respect. Not only is it cheaper than any other grade, now on the market, but does the work in any and all the cars now on operation here. The Overland, Ford and the Stevens-Duryea have all been tested with this oil and made good, with it smoothing down the rough spots.

The auto electric headlights make another prominent feature of the stock. The system is built for the Ford, but can be installed without any effort and without any extra cost for expert mechanical labor. The original price of these lights is also far lower than in many other instances. After a great battle, the three sold at Bullock's represent every make, but the firm puts its own price on the goods, with the result that the tires are shined all along the Coast and

to many points in Nevada and Arizona. Nothing but "firsts" are carried, backed up with a complete line of inner tubes and shoes. In another corner they had a stack of trunk racks and next to this, a pile of live wire batteries. The racks are some of the newest in the market, while the batteries respond to the test with great force. In fact, these batteries are splendid sellers and have given satisfaction in every case.

MANY NOVELTIES. They have a very unique oil gun on sale. There is a spring connected with the plunger in such a manner that the flow of oil from the full gun, can be regulated to any amount. If you should want to flood a casing it would be an easy matter, but if the part needing oil required but a few drops, it would also be an easy matter to gauge the flow to the exact quantity. Yes, this temperamental oil gun is quite a nice little contrivance. The line of lunch sets is very complete and almost bewildering. With some of the high-class sets, it would

be possible to serve a dinner in the wilderness of the desert, able to get an auto into the fastnesses.

The number of items in the department is so large that it is impossible to list them all. The emergency kit for the car is an well as for the house. These "firsts" are in the department. The man that got the most out of his car in every emergency, has the most complete set of tools in his trunk. Last, but not least, comes the line of auto accessories. This line is a painted parade of the most complete of these items. The line of lunch sets is very complete and almost bewildering. With some of the high-class sets, it would

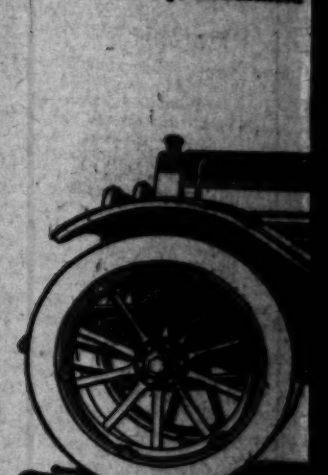
Regal



Wheel base, 108 inches. speeds forward and ignition; thermo-siphon gas headlights, oil repair kit. Top, w



Wheel base, 108 inches. speeds forward and ignition; thermo-siphon gas headlights, oil side and kit. Top, windshield



Wheel base, 116 inches. speeds forward and three-quarter elliptic rear dark blue with light blue demountable rims (one of storage battery, with oil accelerator; tools and tire

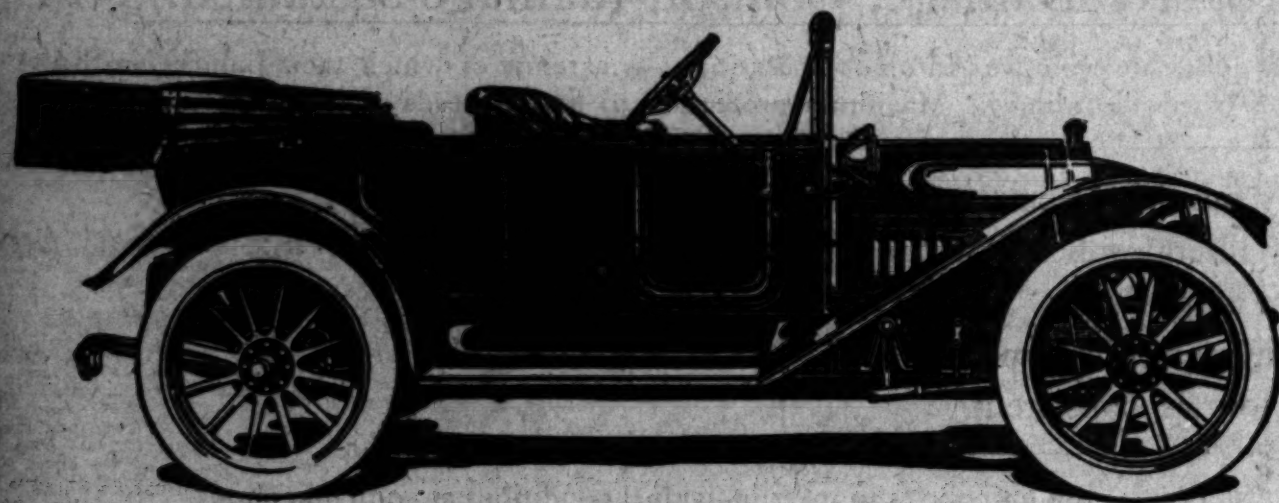
Regal Dealer
E. J. Steinkamp, - - - - -
Woods Garage Co., Santa
Early & Leonard, - - - - -
E. E. Booth, - - - - -

The Regal

Equipped
\$1975

Regal Announcement—1913

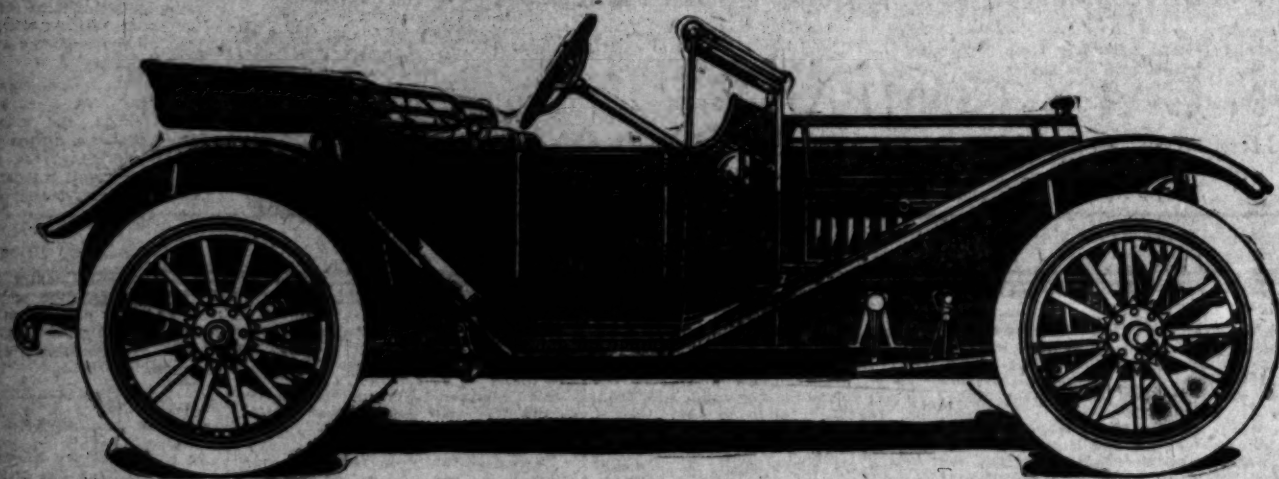
Three cars that are not only good Automobiles,
but "Unusual" values



\$950

Model "T" Specifications

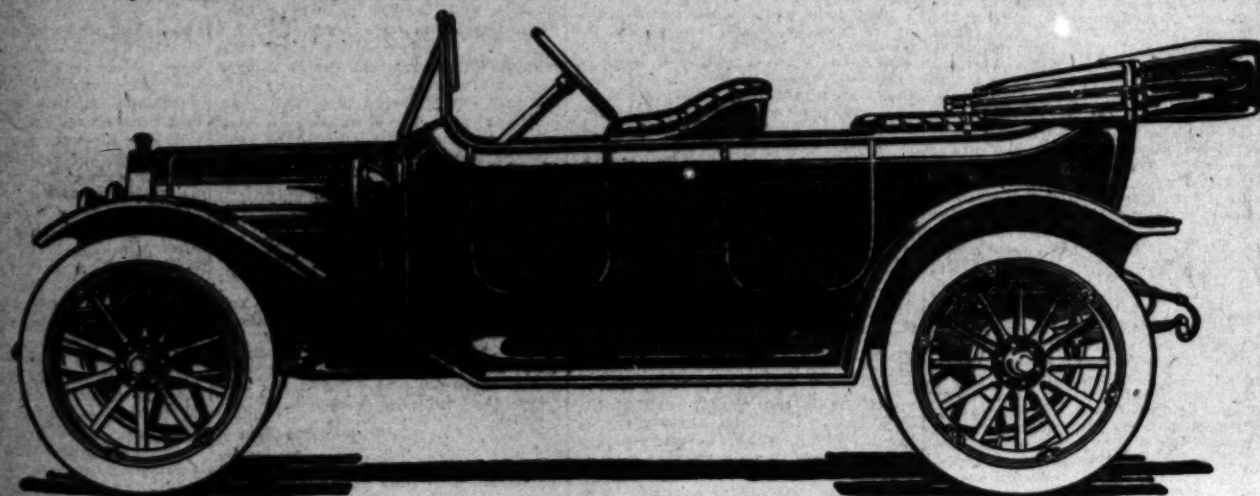
Wheel base, 108 inches. Tires, Morgan & Wright, 32x3 1/2 inches. Selective sliding gear transmission, three speeds forward and reverse. Motor, four cylinders, cast en bloc; bore, 3 1/4 inches; stroke, 4 1/2 inches; dual ignition; thermo-siphon cooling. Equipment includes nickel plated trimmings; electric lights with option of gas headlights, oil side and tail lamps and Prest-O-Lite tank; electric horn; foot accelerator; tools and tire repair kit. Top, windshield and speedometer, \$75 extra. Price \$950.



\$900

Model "N" Specifications

Wheel base, 108 inches. Tires, Morgan & Wright, 32x3 1/2 inches. Selective sliding gear transmission; three speeds forward and reverse. Motor, four cylinders, cast en bloc; bore, 3 1/4 inches; stroke, 4 1/2 inches; dual ignition; thermo-siphon cooling. Equipment includes nickel plated trimmings; electric lights, with option of gas headlights, oil side and tail lamps and Prest-O-Lite tank; electric horn; foot accelerator; tools and tire repair kit. Top, windshield and speedometer, \$75 extra. Price, \$900.



\$1250

Model "C" Specifications

Wheel base, 116 inches. Tires, Morgan & Wright, 34x4 inches. Selective sliding gear transmission, three speeds forward and reverse. Motor, four cylinders, cast en bloc; bore, 4 inches; stroke, 5 inches. Springs, three-quarter elliptic rear, semi-elliptic front. Body, latest English design with 2 1/4-in. panel around top. Finish, dark blue with light blue striping and panel. Equipment includes mohair top, top boot, windshield, speedometer, demountable rims (one extra rim with each car); tire irons on back; robe rail; foot rail; electric lights and storage battery, with option of gas headlights, oil side and tail lamps and Prest-O-Lite tank; electric horn; foot accelerator; tools and tire repair kit. Price \$1250.

WE gladly admit that there are other good makes of cars upon the market, but we confidently affirm that these three REGALS are "Unusually" good cars.

The Regal Model "T" Underslung Touring Car, with its electric lights, nickel plated trimmings, lengthened body and dependable construction, combines, not only the good looks and "quality to wear" of the higher priced cars, but is designed to satisfy the conservative buyer who looks for full returns in service for the money invested. It's a low cost, \$950, Touring Car that has the beauty of line, the roominess of body, and the quality of materials and workmanship, that go to make up a thoroughly reliable automobile.

The Regal Model "N" Underslung Roadster at \$900, is every inch a Roadster, fast as an express train, comfortable, safe, economical on gasoline and tires, distinctive in appearance and supremely meets every purpose for which it was designed. It's a car that, when compared with any other roadster selling at the same or near this price, will be pronounced the better of the two cars. The most exacting owner will be proud to drive it and, more than that, will find it inbuilt with those enduring qualities that make for the kind of satisfaction that dollars cannot measure. As with the Regal Model "T," we furnish with each car a complete set of electric lights with option of gas headlights, oil tail and side lights, and Prest-O-Lite tank; nickel plated trimmings; electric horn; full set of tools and complete repair kit.

In the Regal Model "C" Touring Car we offer a new automobile worthy the careful consideration of every intending owner of this type of car. Into the design and construction are concentrated all our past experience in building over 20,000 overslung cars and in addition the improvements which by the best engineering practice have proved desirable. This automobile is as nearly perfect as well defined ambition can conceive, and a close investigation of the car itself will cause the intending purchaser to pronounce it another "Unusual" Regal value.

The Regal cars themselves are the best arguments we can offer for the consideration of the intending purchaser. Parties interested are asked to see and ride in our cars. All that we ask is a fair and intelligent comparison of Regal Cars with others—the cars speak for themselves.

Our organization is at your immediate service for demonstrating purposes.

Regal Dealers

E. J. Steinko, Long Beach, Cal.
Woods Garage Co., Santa Barbara, Cal.
Early & Leonard, San Diego, Cal.
E. E. Booth, Pomona, Cal.

C. S. ANTHONY Distributor

Phone—Home F-2533

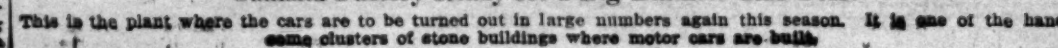
1047-49 South Olive Street, Los Angeles

Agency Reservations in Southern California Made in Order of Application

Regal Dealers

Anaheim Motor Co., . . . Anaheim, Cal.
Arthur Kendall, Pasadena, Cal.
N. W. Potter, Orange, Cal.
H. E. Hafner, Santa Ana, Cal.

The Regal Motor Car Company - Automobile Manufacturers - Detroit, Michigan



ers!

as
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es are based
dual owner.

Louis

Home 10989

ment which some dictatorial
er to force upon him.
HENDERSON THERE
is a generally conceded fact
whether how well organized a
institution may be, it
without an adequate sales
manager.
the best-known sales
manager in the industry
is C. P. Henderson, the
man when it comes to pro-
motor cars before the public.
the Henderson Motor Sales
company, which has been
possibilities, and after con-
sidering the Henderson Motor Sales
of Indianapolis, pronounced
that the entire output of the
Chr. Company.
personally, Mr. Henderson has
station of being as clean and
as the car in which he is
the past three years of
organization which is in-
al in strength and scope as
motor car manufacturing
nation, and a most worthy
branches which he has
are conducted by the train-
as high class in personnel as
These branches need
each managers to rep-
held at the Indianapolis
a year, and some times
out of these conferences
much of the confidence of
product.
then asked to what he attributed
success of the Cole Henderson
"First of all, the supreme
of a new era in the manu-
of medium-sized cars. It is
one of its type that deserves
rank with any of the largest
of the world.
the manufacturers say, it would
have the same "Pope-Hart-
ford" wheel base of 112 inches
and a four-cylinder motor rated
at 15 horsepower, this model is large
enough to be perfectly comfort-
able and powerful enough to meet
every demand of the road—yet at the
same time relatively easy to handle
and economical in operation.
In fact, each car has been
thoroughly successful in spite of
the fact that in quality and mech-
anics they fall far below the
standards set by the large high-
powered, expensive cars of the highest
quality.
The advent of the new Pope-
Hartford "48" however, marks the
beginning of a new era in the manu-
facture of medium-sized cars. It is
one of its type that deserves
rank with any of the largest
of the world.
the manufacturers say, it would
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In fact, each car has been
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anics they fall far below the
standards set by the large high-
powered, expensive cars of the highest
quality.

PIPE HOLDS HIGH PLACE.

Cylinder Has Place of
Honor as Holiday Gift.

Handsome Line Turned Out
at Town of Hartford.

Nothing Price Reduction Is
Latest Announcement.

One of the oldest factories known
in the first product was a Pope
Hartford plant at Hartford, Conn.
The first product was a Pope
Hartford. This machine became so
popular that it soon occupied the
top in the bicycle mart that the
Hartford now occupies in the
motor industry.
Almost everybody knows of
the Pope factory, our purpose will
be to serve here with a description
of the new 1912 line of Pope cars
which are startling and radical in
design and make. The Pope people
are making a medium-priced car in
the Hartford plant which is prepared
to turn out a record number of
cars this year.
This is compelling and com-
pelling a line of 24 motor cars. It is
a line of cars that the Pope company
has had it necessary to double its
plant in order to satisfy so far
as possible the increasing demands
of customers in all parts of the United
States and abroad. A large propor-
tion of the cars manufactured here
for the current season will be repre-
sented by the new Pope-Hartford "48," fully
equipped with the greatest interest by
the people who have been
shown the value of a Pope-
Hartford product.

FACTOR ENLARGED.
The building of this new, medium-
sized model, and the increased pro-
duction of the two higher-powered
models has necessitated extensive addi-
tions to the immense Pope automobile
plant in enormous four-story fac-
tory building is now in process of con-
struction.

In season of many economies
has been affected through buy-
ing materials in greater quantities
and doing business on a larger scale.
It is possible to offer the new model
at an appreciably low price for
its quality. The higher-
powered cars will also be found to be
of better value this year than last.
Pope-Hartford cars have always
been noted for their ability to more
than hold their own with the costlier
models. It is hardly neces-
sary to add that the values repre-
sented by this year's expensive
models are unrivaled.

THE NEW POPE-HARTFORD "48."
The new Pope-Hartford models for
1912 are identical in the essential
features which underlie their de-
signed construction. One quality of
these cars is workmanship, known
as "Pope Quality," is rig-
orously maintained in all three cars. Dif-
ferences in size, power and price have
been allowed to interfere with
the fundamental features of
the Pope-Hartford practice. The
Pope-Hartford "48" differs in
size, but not in quality.
It is a full-fledged
motor car throughout, as a
motor car should be. It is
a motor car ready to prove in com-
petition with those of the
largest, higher-powered
and more expensive
models. It is found to be not
only a motor car but a motor car
of the highest quality.

The remarkable trend of the past
few years has been more and more in
the direction of a medium-sized car,
one which is perfectly comfort-
able and powerful enough to meet
every demand of the road—yet at the
same time relatively easy to handle
and economical in operation.
In fact, each car has been
thoroughly successful in spite of
the fact that in quality and mech-
anics they fall far below the
standards set by the large high-
powered, expensive cars of the highest
quality.

These branches need
each managers to rep-
held at the Indianapolis
a year, and some times
out of these conferences
much of the confidence of
product.
then asked to what he attributed
success of the Cole Henderson
"First of all, the supreme
of a new era in the manu-
of medium-sized cars. It is
one of its type that deserves
rank with any of the largest
of the world.
the manufacturers say, it would
have the same "Pope-Hart-
ford" wheel base of 112 inches
and a four-cylinder motor rated
at 15 horsepower, this model is large
enough to be perfectly comfort-
able and powerful enough to meet
every demand of the road—yet at the
same time relatively easy to handle
and economical in operation.
In fact, each car has been
thoroughly successful in spite of
the fact that in quality and mech-
anics they fall far below the
standards set by the large high-
powered, expensive cars of the highest
quality.

THE POPE SIX.
The new Pope-Hartford "Six" has
been specially designed for its beauty
and its quality. Every feature of
this car is of the highest quality.
The body design is in the best
of the new model. The
curved dash-board effect.
The car has a running stripe
which extends over the
upper edge of the
body. The car is a
medium-sized car with
a wheel base of 112 inches
and a four-cylinder motor
rated at 15 horsepower.

the factory turned out
in 1911, the factory
for the 1912 line of
cars, and machine.

A Bold Statement Born of Conviction

The Offspring of a Proud Ambition, the Result of Years
of Experimenting, the Fruit of Absolute Knowledge.

NOW WE KNOW That Moreland (Distillate) Motor Trucks

Are Unsurpassed From Any Viewpoint.

They give continuous service. They stand the test of endurance. They are mechanically correct. They operate on distillate—at HALF the COST of gasoline. They are built of the best material obtainable.

Our factory and salesrooms, located at North Main and Wilhardt Streets, are being enlarged—capacity doubled. We are emphasizing our faith in our own product by working day and night perfecting plans. We are checking up material for 500 Moreland Trucks and expect to build and sell that number in 1913.

Moreland Motor Truck Co.

its sweeping curves, harmonious lines,
and highly polished surfaces.

The seven-passenger car, five-
passenger phaeton, two-passenger road-
ster, seven passenger limousine and
landauet, three-passenger coupe, and
seven-passenger Berlina, in which
types the Pope-Hartford "Six" is
available, are all splendid examples of
the body designers' art. All Pope-
Hartford "Six" bodies are low-hung,
roomy and perfectly appointed. They
are upholstered in a manner that
insures the maximum of luxurious
comfort to occupants. The price of
the touring car, phaeton and roadster,
with electric motor self-starter, elec-
tric dynamo lighting system, wind-
shield, top, trunk, rack, demountable
rims, robe rail, etc., is \$1250.

THE FAMOUS FIFTY.

The four-cylinder Pope-Hartford
"50" has been a leader in the automo-
bile world for a long term of years.
Every model has given its owners the
greatest possible return in the best
practical motor car service. It is
famous for reliability and power on
the hills, its reputation having given
rise to the familiar expression, "as
reliable as a Pope-Hartford," and "as
good on the hills as a Pope-Hartford."
The Pope-Hartford "50" for 1912 is in
every way fitted to maintain its po-
sition of recognized leadership during
the coming season. It has a wheel
base of 124 inches and 16-horsepower
wheels, fitted with demountable rims.
This model exhibits a number of
improvements and refinements which
bring it thoroughly up-to-date. At
the same time, every worthy and dis-
tinctive feature that originally en-
tered into its construction has been
retained. The bodies have been re-
designed to conform with the prevail-
ing modes, and most approved prac-
tices. They have the curved dash-
board, and the low, straight-line effect.
Passengers will find that everything
calculated to enhance their comfort
and convenience has been incorporat-
ed in the various types of bodies. This
model may be had in a five- or
seven-passenger touring car, five-
passenger phaeton, two-passenger road-
ster, seven-passenger limousine or
landauet, and a seven-passenger Ber-
lina. The price of the five-passenger
touring car, phaeton and roadster,
with electric motor self-starter, elec-
tric dynamo lighting system, wind-
shield, top, trunk rack, demountable
rims, robe rail, etc., is \$1250.

HAS FAST ENGINE.

After several years of experiment-
ing with every known material, and
with every style of motor the Stod-
dard was turned out with one of the
fastest engines ever put into a car.
Charles Stoddard then decided to en-
ter the racing game, and it was well
that he had waited until his car was
almost perfect. At the Dayton plant
everything was prepared for a busy
season and the stock racer was sent
out with a bid that was strong enough
to send the car into the front ranks
the first year of its great career.

Out to the Pacific Coast and es-
pecially in Los Angeles came the
fame of the Stoddard-Dayton and
Norman W. Church, then Pacific
Coast distributor, took an active part
in a publicity campaign which spread
the name of this handsome car all

Better Than Ever. STODDARD-DAYTON WITH CUTTING AND PULLMAN.

Stylish Line Turned Out at Dayton, With Two Other
Handsome Offerings, Will Make Season One of Best
in the History of Medium and Low-Priced New Year
Reunites.

LESSON IN TRAGEDY.
STODDARD-DAYTON MURDER.

The Stoddard-Dayton plant at
Dayton, Ohio, is one of the complete
factories which has been known to
the trade for many years. When
competition was not so keen, and
when it was an easy matter to sell
Stoddard cars, the Dayton plant was
besieged with orders. Charles Stod-
dard was the man who made this
great car famous, and around him
revolved the wheels of industry both
of the medium-priced, then the low-
priced and again the high-priced car
as Stoddard entered every branch of
the game successfully.

The output of the Stoddard plant
was always restricted to just the
number of cars that could be built
properly in the great plant. All rush
orders were passed along to the de-
partment of publicity for comments
only, and were otherwise unheeded.
In this way the Stoddard-Dayton car
was boosted into one of the most
prominent places in this country.

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over this country. Road and track
races were won. Inter-city records
were lowered, and the Stoddard
showed its class both on the road
and track.

Then came the tragedy at Indian-
apolis when twelve people were killed
and a number of others injured. This
satisfied Stoddard, who withdrew all
of his cars from the race courses
after they had earned cups and
trophies enough to fill one of the
large rooms in the big plant at Day-
ton, Ohio.

But this racing experience taught
the men at the factory many, many
useful things. While these cars were
being raced, the experts
mechanics were watching the motors
at the trackside and after the vic-
tories the cars were overhauled and
examined. In this way the test
handed to the cars could be used to
advantage in the building of other
machines and every reason for every
fault was explained in such a way
that a practically faultless car is being
turned out this season.

CUTTING CAR SUCCESS.
FACTORY AT JACKSON.

In 1909 the Cutting Motor Car Com-
pany of Jackson, was organized to
manufacture a car designed by
Charles D. Cutting. The industry at
that time was on a well-established
basis, and the mistakes of the first
manufacturers were largely common
property, so that new concerns knew
what to avoid. At that time any new
car to compete successfully with old
established ones must possess some
features which would appeal. This
the Cutting did. They cost less per
horse power and per wheel base inch
than any other car in the market, sell-
ing for \$1250 and over. Demonstra-
tion developed other values to be
present in the car, and it resulted in
the capacity of the plant being over-
sold. The Cutting was sought by an
appreciative and enthusiastic selling
force, who clamored for shipment,
and who were insistent that the com-
pany hold in abeyance any new fea-
tures which they might desire to in-
troduce in the 1912 model. This the
Cutting management declined to do.
Immediate profits were sacrificed for
the future reputation of the car might
be promoted. The ambition of the
company was to make the 1912 car
as distinctive and superior as pre-
vious models had been. The snappy
design of the several models of the
Cutting, from the first, have caused
favorable comment even from com-
petitors, and the records for endur-
ance and reliability have given satis-
faction to the purchasers.

SPLENDID ENGINEERS.

An endless chain of experiments
has now resulted in a force of en-
gineers at the Stoddard plant second
to none in this country. These men
are planning this year to turn out
a large number of cars, and will send
them out with the same stylish bodies
that have marked the output of the
Dayton factory for so long a time.
Style and elegance, however, have
not been given to the cars at the ex-
pense of other parts of the me-
chanism. Once again the Stoddards
are right, and once again they are
being turned out, cars that could be
sent into races if necessary and cars
that could win if given a chance to
show their speed and stability.

But of all places in the Stoddard
plant the body finishing department
is the most interesting. Here you find

men who are artists. These men
study to show themselves approved
workmen who need not be ashamed of
the handiwork they are turning out,
as it is as fine as you will find in any
of the higher-priced plants. The
bodies are superb. The lines are ele-
gant and the finished Stoddard-Day-
ton nineteen-thirteen model, is a car
you may drive down Broadway or
Fifth Avenue, New York, without
apologizing to any owner of any car
again can only be shipped in limited
numbers and it is almost a certainty
that every car will be sold long be-
fore it reaches this city. The Stod-
dard output is large this year, but
again is not too large as the fac-
tory officials have decided on a lim-
ited number, limited to the capacity of
a strictly up-to-the-minute factory,
prepared to turn out the latest there
is in the motor car industry.

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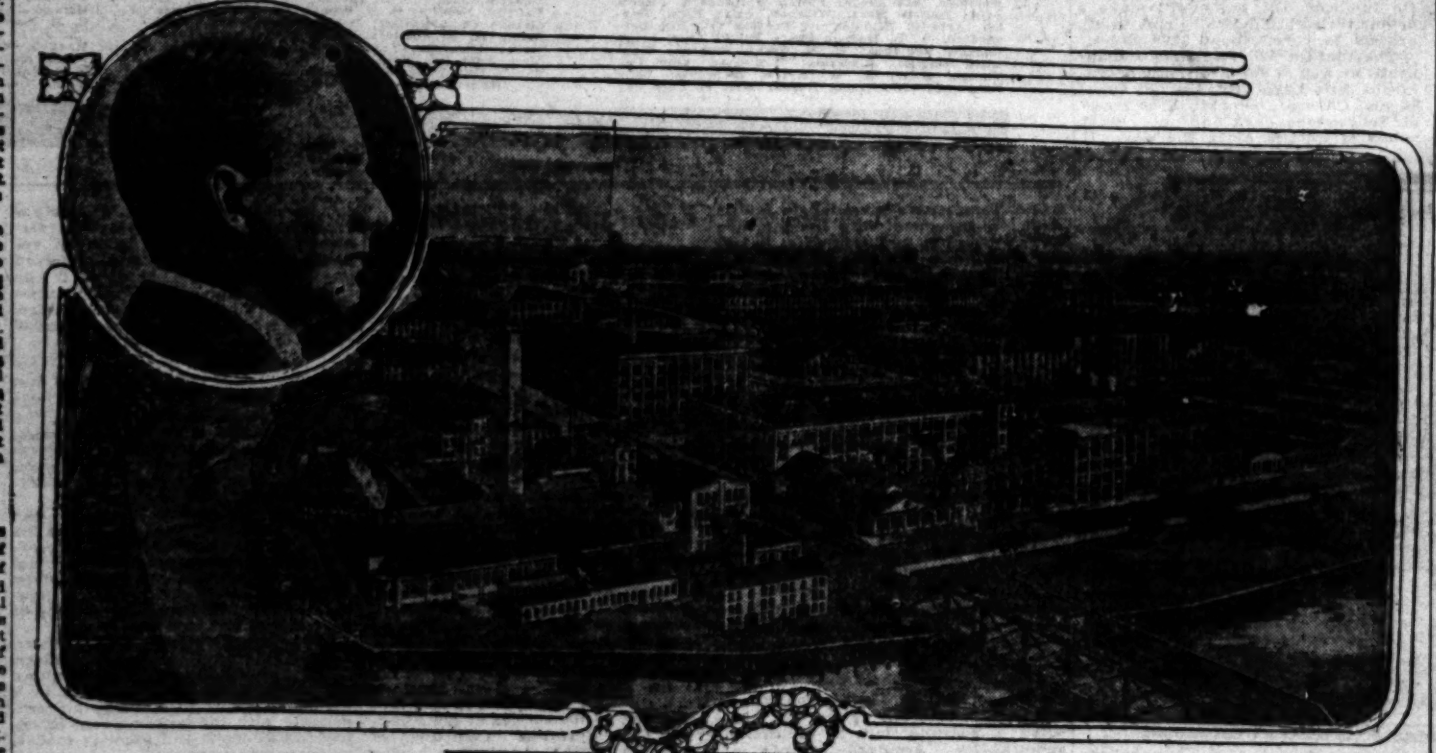


We Let the Car Do the Talking
The Defender Is Here
Five Cars Delivered First Week
\$3150 Fully Equipped
F. O. B. Los Angeles
Oldsmobile Company of California
Factory Branch
1205 South Olive Street, Los Angeles
Math 3130 F5647

So the history of automobile construc-
tion in Jackson has been expansion
and expansion and more expansion.
The Cutting Motor Car Company has
been no exception to this general ex-
perience and each succeeding year has
seen the problem of more room con-
fronting the management. With sat-
isfaction it secured the original plant
on North Mechanic street, thinking it
ample for their immediate needs.
Then came the cry for more room,
and a new three-story building was
erected. This sufficed for a year, and
with this, and what other room they
could absorb they got through the
next year. For this year's addition
the company has erected one of the
finest-constructed factory buildings in
the city, three stories in height, in
which convenient and economical
handling of construction is provided
for in the arrangements. Large win-
dow area has been provided, and the
result is such amplitude of light that
the building is called the daylight fac-
tory. For fire protection there is to
be installed a complete sprinkling
system, which is not yet operation
any time the temperature reaches the
danger point, and a steam heating
system, on the vacuum principle, has
been placed throughout the factory.

AT PULLMAN FACTORY.
CAR OF SURPRISES.
Another of the cars which will sur-
prise us this coming season is the
Pullman, a down-to-date, strictly mod-
ern, late model car. When I
reached the Pullman factory, one of
the first cars which was on exhibition
there was an old four-cylinder
machine that had figured in sev-
eral of the speed trials at Agricultural
Park five years ago. It was during
this period that the Pullman car was
being made into the finished product
that is being turned out at the Pull-
man plant for the 1912 season.

IN THE FACTORY.
Let us go through this factory cap-
tivity. It will bear a critical examina-
tion. First, there is the laboratory
where the tensile strength of the steel
bars which are to be used in being
(Continued on Ninth Page)



Where the Case Cars Are Built—One of the Largest Power Plants in the World.
The J. I. Case Company's factory at Racine, Wis., home of the world-renowned forty-horse-power car. Above is James Cowling, the man who is designing
the handsome 1912 models which are marvels of mechanical skill.

PIERCE-ARROW, HUMPHREY AND THE STAYER-CHICAGO.

High and Low-Priced Cars Offered to Those Who This Year Expect to Choose from Among the Ranks of the Many Thousands of Machines that Are Being Rushed Into the Immense Motor Mart.

PIERCE-ARROW WAY.

When you are in Buffalo do as Buffalo does. Everybody who visits Buffalo visits the Pierce-Arrow factory, and Niagara Falls. Yes, they are equally wonderful, and both are powerful. The Pierce-Arrow factory is one of the sights of Buffalo, but it was not built for show, but for service, and it answers every requirement of the down-to-date, matter-of-fact mechanic, whose one ambition is to build a car without a fault. How well the designers accomplished their purpose will be seen on a visit to the Pierce factory.

The Pierce-Arrow six-cylinder, little and big, are built in the Pierce-Arrow plant in Buffalo. The impressions may be different, but as I can only give you mine, therefore, I may tell you what appeared to me the strongest at the Pierce-Arrow factory. On a machine invented by the way, by a woman, gear after gear was taken out, and the machine was perfect, that would have been deemed a miracle ten years ago. There were the gears and there was the machine, not one machine, but many machines.

One of the mechanics picked up a gear for us to examine. It was wonderful. How was that gear made? There was the steel. You might have taken a file and worked that steel for a month without producing such an impression, but that machine ate its way into the steel and by that time the wheel was produced and the tooth was cut from the solid side of that mighty bar of steel by a machine which needs nothing but bath, oil and a power plant to keep it moving.

Did you ever hear of a Pierce-Arrow gear being "stripped"? I never did, but I never knew why until I had visited the Pierce-Arrow plant, where they are so fearfully and wonderfully made. The gears are cut in it and are fit to stay. When once these gears are placed in the transmission you need not fear to shift that lever. The man at the machine and the man who follow him have seen to it that the gear is right.

STEEL REIGNS.

There is plenty of room in the Pierce-Arrow plant to build a high-priced car, and plenty of men to put the car together, but there is not a man too many. A place for everything and everything in its place is the axiom that seems to apply to the work in the Pierce factory. Of course, you give your car the place it needs, but that is only a formality to keep the idly curious in the background. What your purpose is shown, and you have a desire to see the car in the making, it is easy, and you see every part in operation.

The wealth that is shown in the Pierce plant staggers you. It costs money to build the Pierce car. One part after another is wrought slowly, but surely, the car comes out of the pie-iron and into the steel, and from the steel it comes into the machine that has been seen on the streets in such numbers. The Pierce-Arrow car is a thing of beauty, and it is a thing that is built to last forever, and that forever is no joke. The life of the Pierce is from the making to the running. The car is built to last, and it is built to be a car that is never worn out, and that is built to be a car that is never out of order, and that is built to be a car that is never out of the service.

Everywhere cars are taken to turn out a car that is right, but in the motor of the Pierce men strive on with the other to give a test that will be perfect enough. After those cylinders have been bored, the car is polished, then ground, if you will have it that way, to an infinitesimal portion of measurement. The car is then polished, then ground, if you will have it that way, to an infinitesimal portion of measurement. The car is then polished, then ground, if you will have it that way, to an infinitesimal portion of measurement.

There is no such thing as friction, apparently, in this mechanism. One piece after another glides into shape until you have that perfect car, and then begins the test. Seventy-two hours that motor is run on a block stand. The man with a tuning fork sits beside the car, and the second there is a jar in the music the motor is stopped, and that "knock" is removed. Then the test is begun all over again. It must run smoothly for seventy-two hours.

When the motor passes that critical hand and eye of the man in charge, it is returned to the assembling plant. While the motor is being tuned the transmission and differential are being prepared for that frame which has been polished and bolted into shape. Then comes the chassis ready for the road, and what a time there is that test. The seventy-two hours seemed severe, but that road test is more so.

Mounted on the chassis, with a ton of rock for ballast, the car is sent out over the roughest of roads. It does not matter about the bumps, the question is, will the car stand the test? Back it comes, dust-covered, but perfect, and then it is slipped back to the man in charge, and it is now time for the body and top.

AIM IS LUXURY.

Now, this body department is thorough in the smallest detail. You know that the Pierce-Arrow body looks like this, but if you could see it in the making you would not worry when you turn a corner, rather hard on the upholstery. No wonder there are no accidents or mishaps. That body has been placed by a joiner who knows his business. He would not hold his job if he made mistakes.

That heavy upholstery is what makes the car so easy riding. When you see the leather, the material used is stuff the cushions, even the buttons used, you understand why it is necessary to charge from \$500 to \$600 for this car. The wheels of the Pierce-Arrow move slowly when compared to those of some of the smaller-priced cars, but they grind out a car that is worth every cent you pay, and you get a car that will live its life of usefulness no matter how bad the roads are. It is a car you may well be proud of, and the 1912 model is handsomer than ever.

You have heard of the electric lighting, self-starting, six-cylinder motor, with all the latest refinements known to the trade, but there are no new things about the Pierce-Arrow. It is still the same old Pierce-Arrow that did the work before and that will do it again. We have the Pierce-Arrow, and we are well known, and which we always expect to know, right with us again this season, and we are ready for the car. Let them come.

HUMBLE BEGINNING.

Ten years ago the company that

now bears the name of the Pierce-Arrow Motor Car Company, shipped from Buffalo two country motor cars driven by a 24-horse-power single-cylinder motor. From that beginning now ships every year to all parts of the continent motor cars whose aggregate value runs far into the millions. These cars are made in a factory that is considered the finest of its kind for the purpose in the world, and in making them 3500 men are employed.

More than a dozen years ago the idea that was to result in the Pierce-Arrow car of today was germinated. In that day motor cars were so new they did not even have a distinctive name. The cars were called "runners" and "runners" were called "runners". The manufacturer built cars on faith in his own foresight.

Ten years ago the motor car was so new as to be practically a novelty. The principles of sound business were not. They applied to new industries, and new things as well as old. The Pierce-Arrow Motor Car Company, honesty of manufacture, the use of the best materials obtainable and fair dealing with the customer, these are the principles of the Pierce-Arrow car. The price of this first Pierce-Arrow was not fixed until its manufacturing cost was known, and from that day this no Pierce-Arrow car has been built to meet a price. Quality has been first; price, second.

FIRST TWO-CYLINDERS.

In 1901 and 1902 single-cylinder cars were built. The year 1902 saw the first of the two-cylinders and the year 1903 saw the first of the four-cylinders. In the latter part of 1906 the Pierce-Arrow six-cylinder car was brought before the country. The recognition as the leading design of the day was quick. In the latter part of 1908 the Pierce-Arrow six-cylinder car was brought before the country. The recognition as the leading design of the day was quick. In the latter part of 1908 the Pierce-Arrow six-cylinder car was brought before the country. The recognition as the leading design of the day was quick.

With its very inception the Pierce-Arrow company became a pioneer in this country. In the introduction of improvements that have since become recognized as standards of design. It was one of the first in this country to adopt the best gear for final drive, to use the first to use heat-treated alloy steel for frames. It was among the first to perfect the six-cylinder motor, and it has now become the pioneer in adopting the worm-driven rear axle for motor trucks, the machine which it commenced after four years of experimenting.

MADE BICYCLES TOO.

When the manufacture of motor cars was begun by the Pierce-Arrow company it was in a factory by the river front and in conjunction with the making of bicycles. This continued for over five years until the volume of motor cars became so great that it was necessary to separate the businesses and conduct the manufacture of the Pierce-Arrow car on a new plan. By this time methods of manufacture had become settled, and it was possible to build a plant that would be a model of its kind. A site on Elmwood avenue was chosen, and in the late fall of 1906 the new factory was begun. It contained between eight and nine acres of floor space, and this was then thought sufficient to meet the company's needs for a number of years.

But Pierce-Arrow cars gained popularity faster than even their makers had expected. In less than four years, the original plant had been added to until it contained twenty acres. Happily, provided the demand for them, a new plant was added. It contained between eight and nine acres of floor space, and this was then thought sufficient to meet the company's needs for a number of years.

Twelve buildings in all are included in this vast factory. They cover fifteen acres of ground. In the structure devoted to the building of bodies there are six floors sixty feet wide and 150 feet long. In the structure devoted to the building of chassis there are six floors sixty feet wide and 150 feet long. In the structure devoted to the building of engines there are six floors sixty feet wide and 150 feet long. In the structure devoted to the building of bodies there are six floors sixty feet wide and 150 feet long.

MILLIONS OF PARTS.

There are in store ordinarily during the manufacturing season 8,000,000 finished parts of which over 2,000,000 are for cars of previous years. This immense stock in hand is in order that instant shipment of repair parts may be made, to the end that no owner of a Pierce-Arrow car shall be deprived of its use for an unnecessary time.

One great floor in this model factory sixty-one feet wide and 200 feet long is used for the housing of a great part of the raw stock that goes to the making of the complete car. In this building ordinarily there are kept 375 miles of steel and brass bars, thirty miles of tubing, 400,000 stampings, 300,000 forgings and over 600 tons of castings.

The Pierce-Arrow Motor Car Company, after a decade spent in the building of motor cars, employs more men and has a larger factory than any other company in the city of Buffalo. It may well be known as the city's foremost industrial concern.

BEST OF ITS KIND.

Now, let us visit the Humphrey factory, one of the busy manufacturing emporiums in the center of motor-dom, the city of Detroit. To see this plant at its best you must go there during the month of August when the force is preparing for the season. It is the greatest season in the history of the plant. Active operations have been begun, the Humphrey Motor Works, but during the month of August we had a chance to see an immense low-priced factory taking inventory for a season which is to be a hummer.

From one of the smallest automobile plants known in the country, the Humphrey has become a five-passenger, strictly down-to-date touring car, in which you can cross the continent

with ease. This fact was demonstrated last year when a Humphrey was driven from New York to Los Angeles in thirty days, across the mountains and through the valleys, along the desert trails, without one hour's trouble on the entire trip. We saw this car at the factory looking none the worse for the grueling test that was handed the sturdy little motor.

IN THE MAKING.

Now, let us see the Humphrey as it is being built. We have in this large factory all the machinery that we need to complete the car. It is not necessary to go outside the walls to secure anything but the steel. In fact, we saw large quantities of pig iron which were to be turned into molten iron, which was later to be poured into the sand moulds for the castings which were to be placed in the finished car. We saw the steam hammers pound the steel into shape, the crank hangers and torsion rods. Then we saw these finished and polished and in the case of the lamp brackets finished in nickel. We saw these cars finished and polished and in the case of the lamp brackets finished in nickel.

The Humphrey this year is to be one of the classiest low-priced cars which we will have a chance to inspect. Special care is being taken in the body-building department; here we find the upholstery just as thick as it is in the case of the car and keep the lines just as the designer demands. Then after twenty-four hours of various tests, the car is baked on the exterior car is ready for the chassis. One of the enterprising dealers of this city, who has returned from the Humphrey factory. He is most enthusiastic over the prospect, but the price is not so good. By the time the 1913 cars reach here he will have, he says, enough orders to be able to ask for two carloads of machines each week.

LITTLE, BUT CLASTY.

The Humphrey was not made in a year. It did not reach its present stage of perfection in six months. It was slow in the making, but each year meant a decided improvement. The Humphrey people decided to turn out a serviceable, easy-riding, low-priced car, and they did it. We find material it is possible to purchase a car that will meet the desires of those who are critical.

The Humphrey touring car is one of the great offerings in the low-priced line. It is a handsome beauty, and it is a car that will be equipped at a price that will be second to none. The Humphrey people decided to turn out a serviceable, easy-riding, low-priced car, and they did it. We find material it is possible to purchase a car that will meet the desires of those who are critical.

The plans for the output this year are extensive. Output will be doubled. We see a concern doing an immense amount of business already prepared to turn out twice as much. We find a factory whose men were pressed to the limit last season prepared to turn out twice as much. We find a factory whose men were pressed to the limit last season prepared to turn out twice as much.

The 1912 Humphrey is a handsome car. It should be here this coming week. When it arrives the enthusiasts who think there is only one automobile built will be able to see a car that has been turned out at a great expense and which is technically as perfect as a low-priced automobile can be made.

STRIPPED NEW FACTORY.

Thirty thousand cars in a year is the slogan of the R. C. H. factory, a new concern that is turning out a handsome low-priced serviceable car. This four-cylinder machine is being shipped in numbers already and the plant at Detroit is preparing to market a record-breaking number during the 1912 and 1913 season. The price is right, and the car is ready to ship. What more could a man ask?

The R. C. H. factory is another of those wonderful places. The demand for this car almost swept the men of the plant off their feet. The car took from the first moment it was turned out to the customer. It is a stylish, roomy machine that will do the work of a car four times the price. It has come to stay, so a visit to the R. C. H. factory is necessary to make a visit to the city of automobiles complete.

There are in store already a hundred cars of this car, and it is being built from the ground up. Just as soon as more space was needed another building was added and already the R.

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Humphrey, designed by that prominent designer R. C. Hupp. But the R. C. H. does not resemble the Humphrey. It is a car designed by men who have made no copy of material already on hand, though they studied carefully and minutely every motor car on the market.

R. C. Hupp, president and general manager of the plant, is one of the most interesting men in the motor car industry. He is young and energetic. He never sleeps, but when he came to Los Angeles last year he met the men of the Humphrey. The first time and made a great impression on the dealers who had only heard of the man who has already designed two good cars, and who is this year in line to be one of the largest factory men we have in the business.

The R.C.H. takes the name from the initials of R. C. Hupp. The designer, when he was satisfied this year with his car, prepared for an output that staggered the motor world, and now the wheels of the factory are whirling at a rate that makes men shudder. The output for 1912 must all keep the business line and must all keep the business line and must all keep the business line.

The plant employs thousands of men. It is conducted along sane lines. There are no wild ideas in spite of the large output, but the entire proposition is on a substantial basis. The car at once strikes the visitor and it is no wonder the R.C.H. does the work after watching the way in which it is built.

Eight thousand cars were built last year. More than three times this number will be built this year. The R.C.H. Hupp, B. Q. Haselwood, who is vice-president and L. G. Hupp, secretary and treasurer, and this trio is capable of handling even such a large output.

The officers of the R.C.H. Corporation include: R. C. Hupp, president; B. Q. Haselwood, vice-president; L. G. Hupp, secretary and treasurer; and this trio is capable of handling even such a large output.

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"The Car of Your Dreams"

Fast On Level Roads—

Strong On The Hills

THIS NEW HENDERSON Luxury Car has jumped into immediate favor on account of its amazing luxury features and superior mechanical construction. We believe it has no equal anywhere near the price.

Whether spinning noiselessly and swiftly along level roads or rushing surely up the hills, this new car made by the Hendersons of Indianapolis has no superior.

Every new proven feature of construction has been adopted. The Henderson is now a car selling at a moderate price which is "4715 ahead of its time". It leaves nothing to be desired.

The cooling system is extra large Renault type, giving full satisfaction under all conditions. Study the condensed specifications here—then get the new catalogue giving the complete story.

W. J. WILCOX, 748 S. Olive St.
Phone, Home F1197



WINTON AND PULLMAN GO WELL WITH CARTERCAR.

Friction-Driven Motor Sensation Has a Place All Its Own, but Can Be Had in Many Models—Alexander Winton's Latest Offering Is Also a Thing of Beauty, With Pullman Cars Holding Their Own.

THE WINTON SIX-CYLINDERS.

ANOTHER HIGH-GRADE HOME.

Not far from Lake Erie, on the outskirts of the city of Cleveland, is the home of the Winton six-cylinder. This car, that Alexander Winton built when so many of the mechanicians in this country called him a crank, is more superb than ever, and has a company that has ever before, as yet, a large factory where a high-priced, high-powered car is built, has a department, especially for six-cylinder cars, and a number of them, yet, many of them will build six-cylinders exclusively this season.

You need not hand in your card on a silver platter at the Winton home. You can be matter-of-fact, a Kansas farmer, if you like, with hayseeds in your hair, and it will make no difference as to your reception. The reason for this is because that plant as if he had been King George of Great Britain and Ireland.

Let us pass over the office force quickly. Not that it is at all inadequate, but it does not need our attention, as the men can take care of themselves. What appealed to me most was the mechanical department where the six-cylinder cars are being built. Now, if you have the slightest question as to whether the Winton cars are being built right, take a trip through the plant. You will see at once that by skipping things twice as many cars could be built. The Winton output is limited to a number that can be built properly. It is once more not the demand that appeals, but the desire for a good car and the fact that the Winton is just that kind of a machine.

NEVER HASTY.

The plant is large. It occupies a large acreage. There is plenty of room for operations. Nothing is crowded. You are taken first through the steel room, where thousands of tons of high-grade steel are stored ready for the work that is to be done. Then you go into the machinery rooms, where the steel is being turned into the different parts of the car. It is a methodical, the product of a pile of steel a finished product, but in order to get that finished product takes months of time, and costs thousands of dollars, and when that car comes out it is ready for the customer.

Now at the Winton factory the superintendents are not particularly impressed with your importance. What strikes them best is your desire to see the car, and they are certainly proud of the new six-cylinder. It is not unlike the last year's car in that matter, but it has several refinements which have taken a year of study, and these are being incorporated in the machine that is to be the seller this season.

PROUD OF CAR.

Again, it does not make much of a bit to tell them you expect to buy a Winton car. They believe that everybody who expects to own an automobile intends some day to purchase a Winton. If you say the car is a good car, that is superlatives, as they know it's a good car, and have heard that so many times that it has become stale. Now if you say Alexander Winton was right when he began building six-cylinder cars more than half a decade ago, you have made the right kind of a hit. The hammer rings and the anvil responds. You have struck the right kind of fire. Listen to the response:

"Yes, we knew the six-cylinder was the ultimate car," says the man with the bronzed face who has been looking so long into the heat-treating furnace that his cheeks have taken on the color of the charcoal fire. "Now you've established yourself as an authority, and you are admitted to the inner circle of the six-cylinder coterie, perhaps as confirmed a set of real assets as you will find in the automobile man."

Now in that circle you will find the men who laugh at the one-cylinder car until his sides ache, the man who pushes back the idea of a two-cylinder, and the fellow who says we will forget all about the four-cylinder a year from now, but you will also find the majority of the men are level-headed mechanicians, who have been working out a proposition for years, and who have at last reached the degree of perfection they aimed at in the beginning, the 1913 six-cylinder Winton, which is now ready for delivery.

THE OFFICERS OF THIS COMPANY ARE: President, Alexander Winton, vice-president, Thomas Henderson, secretary and treasurer, George H. Brown. The 1913 output will be 1600 cars, while in 1912 they turned out the same number of machines.

WHO WINTON IS.

Alexander Winton, inventor and manufacturer, was born in Grangeville, Scotland, June 20, 1860, son of Alexander and Helen (Fae) Winton. He was educated in the schools of Scotland, and in 1889 he came to America and entered the employ of the Delameter Iron Works, in New York City.

After a short connection with this firm he became assistant engineer on an ocean steamer. He was successful in developing a number of improvements for steam engines in ocean vessels. In 1894 he engaged

in the bicycle manufacturing business in Cleveland, O., the bicycles of the Winton Bicycle Company becoming among the best known to wheel riders. It was while the bicycle business was in its zenith, however, that Mr. Winton turned his mind to the automobile.

In that early date none had been seen in America. In fact, only the first practical experiments were before the European manufacturers. He studied the method of the European manufacturers and began the development of a practical "horseless carriage" for American road conditions.

WINTON EXPERIENCES.

He set his heart earnestly to work on the problem of a valuable speed motor that should combine the features of safety, economy, ease of control and practicability. The first motor built by him was of the two-cylinder upright type. Later he decided that for practical use the vertical high-speed engine was not to be considered in automobile construction, as compared with the distinctive advantages held out by the horizontal medium-speed motor.

The most important attachment invented and applied to the Winton gasoline motor was the pneumatic governor, which will always be a prominent feature and a special advantage in Winton construction. It is a distinct, most important feature of the Winton motor, and insured its success from the start.

In March, 1897, the Winton Motor Carriage Company was incorporated with a capital of \$200,000, with Alexander Winton, president, Thomas Henderson, vice president, and George Brown, secretary and treasurer. In 1901 the capital of the company was increased to \$1,000,000, and the officers are still the same.

FIRST WINTON.

The first Winton machine was placed on the market at \$1000 each. Later the phaeton type was supplanted by a more modern and better made car, that sold for \$1300. A number of light delivery wagons were also made, and then came the popular 15 horse power touring car, which was marketed at \$2000. So quickly did this 2000 model meet the public favor that at no time did the output of the plant which followed its introduction was the Winton Motor Carriage Company able to manufacture quantities sufficient to meet the demand. This 15 horse power car was followed by a more powerful one, which was marketed at \$2500. Popular demand continued to exceed the supply, and for the season of 1901-02, the demand continued to exceed the supply, even through 1903.

Single-cylinder models were also made, and then came the popular 15 horse power touring car, which was marketed at \$2000. So quickly did this 2000 model meet the public favor that at no time did the output of the plant which followed its introduction was the Winton Motor Carriage Company able to manufacture quantities sufficient to meet the demand. This 15 horse power car was followed by a more powerful one, which was marketed at \$2500. Popular demand continued to exceed the supply, and for the season of 1901-02, the demand continued to exceed the supply, even through 1903.

Trains into the city from the west about down grade at lightning speed that is a favorite stretch for engineers who need to make up time. But when the speed of the locomotive, favorable grade and smooth way unbroken by street crossings, bumpers are not likely to mislead one plant whose history represents an industrial romance—the home of the Winton Motor Carriage Company. It is a great factory, and is not soon passed. And one marvels at its size when the thought comes, a year ago, the man who dared to predict a future for the "horseless carriage" did thereby classify himself with the monthly "wrong." That always is the world's rebuff to a pioneer.

PEOPLE LAUGHED THEN.

This Winton plant, like the smiling western farm, was carved out of the wilderness. When Alexander Winton set for himself the task of producing a car that would not only be a success but also a profitable one, America had not yet produced a successful automobile. The future of the prospective industry was a wilderness, waiting for pioneers to blaze a trail through it.

Friends shook their heads at his time "fooling with a crazy idea." He was at that time a manufacturer of bicycles, and the bicycle business was in its boom period. But Mr. Winton had an idea, and he was faithful to it.

Many were the discouragements he faced. His experimental work ate money as an elephant consumes hay. Capital looked askance at him and his machine, and gave him no support. When the machine itself seemed almost on the verge of success, money was lacking. When money came, the machine took into its head strange notions, necessitating still further days and nights of patient and faithful labor.

Yet he was not wholly without encouragement. George H. Brown and Thomas Henderson, associated with him in the bicycle business, believed in him and his idea. Together they planned, and worked. Eventually their faith was justified. The day came when Mr. Winton's new vehicle actually ran through the streets with passengers aboard. And that was the great triumph. For if the thing would run a mile, it would run thousands of miles. It would carry two passengers. It could be made to carry four, or six, or more.

WINTON SUCCESS.

From hence to time Mr. Winton incorporated improvements in the machine, and then he constructed a second vehicle, which proved to be infinitely superior to the first. The carriage gave the future a rosy appearance.

Meanwhile the Winton company had been incorporated to manufacture and sell horseless carriages, and the single room in which Mr. Winton had done his experimental work was added to, in preparation for actual manufacturing of vehicles for sale to the public.

Up to this time nobody in America had ever built for sale a horseless carriage, propelled by a gasoline motor, and consequently, no American had ever bought such a product. The Winton company did not know where its buyers were to come from, but it had faith that buyers would come.

So Mr. Winton started to build four machines for sale. Work progressed. When the vehicles were almost finished, there were still no buyers in sight. But the work went on. One day late in March, 1898, Robert Allison, a mechanical engineer of Port Carbon, Pa., registered at the Hollenden Hotel in Cleveland and asked the proprietor for Mr. Winton.

THE FIRST SALE.

Mr. Allison was shown the vehicle in the shop, one finished, three nearly completed. He asked for a ride, and with Mr. Winton driving, he was taken across the city. The demonstration pleased him so thoroughly that upon his return to the factory he purchased one of the cars and made a cash deposit to build another.

Thus was negotiated the first recorded sale of an American-built gasoline motor car. And that sale laid the foundation for the great American motor car industry.

On the very afternoon of the same day that Mr. Allison's car was sold, H. C. Sargent of Westfield, N. Y., also a mechanical engineer, visited the little factory and purchased a car. Within a week the entire output of four cars had been sold, and within ten days all of them had been delivered.

These sales were wonderfully encouraging to Mr. Winton and his associates, and from April 1, 1898—the day Allison's car was sold—to the history of automobile success on this continent.

GO TO AUSTRALIA.

The Winton car attracted attention the world over, even the British colonial government becoming interested in the purchasing point. This led to three cars to be used by the Australian postoffice department.

By December 31, 1898, twenty-one cars had been manufactured and delivered to purchasers. These were single-cylinder phaetons, selling at \$1400 each. Total sales amounted to \$29,400. By June 3, 1899, and orders were coming in so rapidly that constant enlargement of the factory was necessary.

Four-cylinder cars were produced in 1894, the first model of this type being a car that was sold to the Winton Company. Mr. Winton was not content to stop half way in the development of the motor car. He felt that the car should be a success, which had not yet been attained, and after long experimental work, he announced that this excellence would characterize the Winton six-cylinder car.

ALL SIXES NOW.

This is the sixth season that the Winton company has manufactured six-cylinder cars exclusively. Among the important inventions Mr. Winton has made are a ball-bearing drive shaft making the balls run on flat surfaces (1892); a double bicycle frame made of small tubes (1893); the invisible tank shaft fastening for frames (1894); the invisible handle bar clamp (1895); and the pneumatic governor for automobile motors, mentioned above. It is an air governor that regulates the amount of mixed gas and air taken into the explosive cylinder, as well as the amount of gasoline to give the right quantity of gas.

The Winton Motor Car Company's factory in Cleveland, O., covers thirteen acres, on which three buildings were erected in 1902, four more in 1903, and in 1910 a new three-story building and a part of the new building was erected. It is a new foundry building.

The Winton Company has thirteen branch houses throughout the country and employs approximately 2000 men. Mr. Winton is a member of the Civil Engineers' Club of Cleveland, the Automobile Club of America, the Automobile Club of Cleveland, honorary member of the Automobile Club of Chicago, member the Cleveland Chamber of Commerce and the Clifton Club of Cleveland.

Mr. Winton was also elected as first vice-president of the Aero Club of Cleveland.

VALLEY RUN LOOKS GOOD.

Automobile Club Plans Trip Into Yosemite.

California's Little Paradise May Be Open to Cars.

Effort to Be Made to See Beauties of Country.

The trip to the Yosemite Valley as arranged by the officials of the Automobile Club of Southern California for the purpose of having the valley opened to automobilists, has been definitely scheduled for October 14. The date was originally set for October 7, but it was found that it would be impossible for the secretary of the Interior, Walter Fisher, to meet with the representatives from Los Angeles until the 14th. Mr. Fisher will be accompanied on his western trip by his wife and private secretary.

In arranging this meeting with the Secretary of the Interior the Automobile Club officials have at heart the interests of not only 75,000 automobile owners of California, but the entire array of tourists who desire to see California's "Little Paradise" in the most comfortable and pleasant manner, by automobile. With this and in view the Automobile Club has arranged that the delegates who will visit the valley shall be among the most influential citizens of California, who are capable of representing the motoring public with all success.

The list includes representatives from the Los Angeles Chamber of Commerce, the Motor Car Dealers' Association, the Automobile Club and the local newspapers. They are as follows: Fred L. Baker, W. L. Valentine, Charles Wier, A. C. Balch, E. C. Kuster, H. W. Keller, A. M. Goodhue, Mr. and Mrs. Frank Miller of Riverside, Mr. and Mrs. John S. Mitchell, Miss Ruth Mitchell, Miss S. C. Geary, Congressman W. D. Stephens, Bishop Johnson, Bishop Conaty, David Starr Jordan, Benjamin Ide Wheeler, Dr. John W. Baker, J. C. Conwell, Earle Booth, Ralph Hamilton, John McGarry, Othman Stevens, E. C. Needham, Percy H. Clark, George Brookwell, Gen. Adna R. Chaffee.

Undoubtedly this project has the hearty co-operation of every resident of California who owns an automobile.

SCENIC ROUTE.

For years it has been a matter of public indignation that the most desirable of all California's delightful trips could not be taken by automobile. This was because of the Yosemite Valley; those who already have done so are only eager to go again. And what is more natural than that the tourist should look upon the most desirable means of access to the wonderland of beauty.

To do this, the public should be made to opening the Yosemite Valley to motorists, but in its usual undaunted manner the Automobile Club is striving to effect every detail which tends to bar motorists from any pleasure which it is right that they should have.

PARKER THERE.

With this determined purpose, the club has sent their official engineer, O. K. Parker, to make a careful investigation of every possible entrance to the valley. He is also making a list of all the roads which could be used for automobiles.

The road which has formally been suggested as the only one for automobiles is the Old Oak Flat road. But Mr. Parker discounts that at once as being impracticable for the purpose. He suggests adopting the Wawona road as the official automobile route through the Yosemite. The latter road, according to Parker, already is in good condition and would need very little additional work to make it an excellent "time" of the road of construction of a road suitable for automobiles.

WOMEN AS CAR CONDUCTORS.

The Pay-as-You-Enter Car Presents an Equal Opportunity for Women as for Men.

[Christian Science Monitor.] Mere stretch of the term is usually employed, does not in these days play so important a part as formerly in human activities. Intelligence, as manifested in the use of the automobile, is to them, goes farther than ever before. Modern machinery is making man's burdens lighter. Especially is this true of electric cars. The electric car is so widely and efficiently distributed that it is as serviceable in small ways as in great. In horse-car days two strong men were necessary to the operation of the car, and the conductor was a man of great strength, for frequently the conductor had to perform tasks calling for as much strength as that possessed by the driver. Those were the days when all hands, often including the male passengers, literally put their shoulders to the wheel. The car would get off the track, or get pushed off, or the horses would balk, or the load would be too heavy on an ascending grade. The conductor was a very busy man in those times. The cable car presented its own set of difficulties, and in the operation of that system it was well to have two able-bodied men in the "cave."

The trolley car in its stages called for a strong conductor as well as a strong motorman. So many things were likely to happen to take the conductor under the car or on top of it. The more perfect electric car of the present time calls for no such attention. The new stepless, side-door, pay-as-you-enter cars are entirely under control of the motorman. There is really no need on one of these of a conventional conductor. What is needed is simply a cashier who sits within a cage, receives fares, records them, and makes change. It has long been expected that this cashier would eventually be a woman. The expected has come true. In Philadelphia this week experiments are being made with women conductors, and it is said they are proving very satisfactory to the motoring public.

Thus an entirely new field of labor is opening for women. Because of the part played by electric appliances the mechanical labor called for

Showing 4-Ply Leather Over Old Tread.



Figure It Out

A set of new tires, 34x4-inch, costs, average, \$12.25. A set of our Non-Skid Steel Studded Leather or Covers cost, put on your old tires, \$68.00, thus saving you \$55.75. Figure it out, and write us for further information.

Quinplex Rubber Company
1040 S. Main St.
Los Angeles, Cal.

Don't Wait

till it rains again before having your tires equipped with our new Non-Skid Leather Covers. On account of the first rain of the season we are now rushed to the limit filling orders in our manufacturing department and, therefore, will require a little advance notice in order to take care of yours with dispatch.

Don't risk your machine on your life on the streets during the weather without our Non-Skid Leather or Cover.

Skid Chains destroy your tires. Our Covers preserve them.

Owners of delivery cars will find them a great advantage on account of being out in all kinds of weather.

Come in and investigate. Ask about our Free Liner system.

Quinplex Rubber Company

1040 South Main Street
Phones F3590 Main 1700

REGAL IN SPLENDOR WITH JACK

Stylish Line Is Tested on Is Turned Over to Waiting Him Crosses the Continent in Its Latest New Dress.

REGAL EXPANSION.

TENT TO PALACE.

The annual of business development started before the fall. The Regal Motor Car Company, of Detroit, a large and rapidly-growing business has been established at frequent intervals an enlargement of its facilities, until today the first Regal cars were built in a one-story, frame building, measuring 12x16 feet. Hardly had operations begun before the fall after inadequacy of this small structure became apparent, and to meet the emergency, a large tent was erected on the vacant lot. The fall of that year, however, saw the company comfortably housed in two large and substantial buildings.

MOVE INTO PALACE.

Then came the large demand, and with it a still greater enlargement of facilities. Consistent with its expansion, the Regal company erected in 1909 the beautiful four-story

THE PISTON STEWART GAS SAVER

1. It will SAVE FROM TWENTY TO FORTY PER CENT in gasoline. We positively guarantee a saving of at least 20%.
2. It makes possible a GAIN of from FIFTEEN to TWENTY-FIVE PER CENT in speed.
3. With it, the correct adjustment of the carburetor for any speed can be instantly determined, on the road, under working conditions.
4. The mixture can be corrected with precision for altitude WITHOUT DISTURBING THE CARBURETOR, and while seated at the wheel.
5. The car can be SECURELY LOCKED IN A MOMENT, without setting the hands, or having to stop.
6. It materially assists in keeping carbon deposits from forming on Pistons and Spark Plugs.
7. It becomes almost an indispensable adjunct to any of the standard acetylene or gasoline engine starters.
8. The mixture can be made temporarily rich on stopping, as a means for starting on the spark—a great help.
9. It permits the use of heavier gasoline.
10. It relieves to a great extent the wear and tear on the brakes on hill work, as it becomes an adjunct to them.

Halliwel Company

408 West Pico
Branch in All Coast Cities

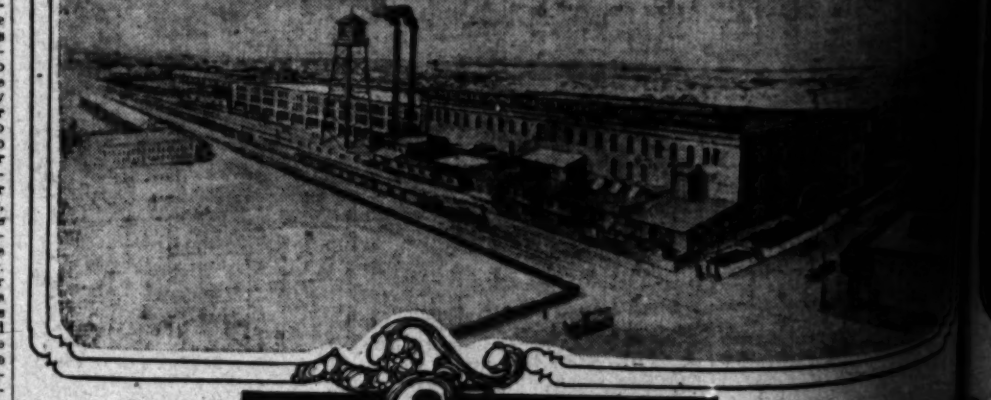
is of the very lightest character. It amounts to no more than touching a button, in change making and all the other duties attached to the post of cashier, women have demonstrated elsewhere their entire fitness. It is reported from Philadelphia that the car patrons are pleased with the prospective change, and the traction companies are pleased with it. While the change widens woman's field, it does not, in reality, narrow man's; on the contrary, it serves to liberate and afford him opportunity of development in some other branch of industry.

Origin of the Political "Whip." [London Chronicle:] The parliamentary origin of the term "whip" goes back to 1768. In that year, writes Sir Courtenay Herbert, "there was a great debate in the House of Commons on the petition against the ratification of Col. Luttrell for Westminster in the place of Alderman Wilkes, who had been expelled from the house by its order. The King's Ministers made great efforts to bring their followers together from all quarters for

this debate. Burke, who took part in the debate, referred to these efforts and described how ministers had sent for their friends to the north and to Paris, whipping them in, then, which, he said, there could not be a better phrase. The phrase thus adopted and commended by Burke caught the public fancy, and soon became popular."

Stage Fright—More of It. [Cleveland Plain Dealer:] Some alleged wise man across the water says he can eliminate stage fright with a simple operation. He doesn't tell us what the operation is. He says it's simple. So is the operation of the guillotine. And nothing could be more effective. But do we want stage fright eliminated? Do we want to encourage brazen mouths and defiant orators? Suppose all men were hardened and fearless after-dinner speakers—where would we get the listeners?

If a lot of so-called actors could be frightened off the stage and a host of after-dinner talkers could be



Sturdy American Home Which Is Complete in the Minutest Detail. This is another of the down-to-date motor plants which is doing a thriving business this larger than ever.

Where the Locomobile Is Built. One of the oldest organizations known to the making

Where the Six-Cylinder Wintons Are Made at Cleveland, O., Another of the Big Plants. This is the plant over which Alexander Winton keeps a watchful eye and where the first six-cylinder cars were built almost a decade ago.

FLANDERS SPIC AND SPAN; MOON ALSO SHINES.

Handsome and Stylish Cars Built at Pontiac and Detroit, Where Bright and Shining Lights of Motordom Are Being Rolled Out of the Spacious Buildings in the Heart of a World of Wheels.

FOR FLANDERS SIX.

To tell the story of the new "Flanders" would take many more pages and many more columns than can possibly be given in this special factory edition. When Walter E. Flanders decided to build the "Flanders" he selected a man and selected a plant that could be utilized to build a car that is strictly modern and absolutely as perfect as a mechanical can make a car. The Flanders "Six" is to be built in the plant where the "Everett" came to life, and we may every appliance that you can think of and many more that you know nothing about, assembled in a vast factory out of which are to come the 1913 Flanders cars.

Paul Smith, vice-president of the Flanders Motor Car Company, was in the office when we arrived. He is one of the youngest leaders in the great game which is now so no longer a game, but a stern reality. The Everett factory was in the town of an upheaval. It was a transformation. Out of the apparent tangle of business was to come a perfected organization with Walter E. Flanders at its head, Leroy B. Bessie, in charge of the advertising branch, and Paul Smith at the wheel and guiding star. It was to be one of the greatest organizations of the time, perfected after careful thought and after many plans.

HIGH MEN COMBINE.

Leading men in the motor industry were to be associated in the building of the Flanders. These were to come from far and near. They were to lead the beckoning hand of the big chief—the man who made the Flanders car famous—and when we arrived the cohorts were gathered. We saw men from the East, men from the West, motor men from the North and motor men from the South, all ready to form the splendid organization.

But Walter E. Flanders had his way. They came to his terms, and the Flanders building will have his way in the beginning and the ending of operations. The Flanders "Six" has the Flanders name, and is to be built in the Everett plant with the best machinery money could buy. More anxious to see whether the Flanders "Six" was to be an experiment or a car perfected after years of experiment, we were taken first to Pontiac, where we saw the Flanders Motor Car Company plant and the Flanders electric in the building. Now it is possible to build a better electric than the Flanders people are turning out. It would be worth a trip around the world to see each a piece. The Flanders electric, the day after we were taken through the plant, was started on that epoch-making journey to route the 1913 Oldfield tour. Men laughed at the idea of an electric car being driven down into the hills of Louisiana, but Frank Smith, also a member of the Flanders organization, sent the car through without a minute's trouble. You know all about it. The Times told the news.

FLANDERS SIX NEXT.

Then we came back to Detroit to see the nucleus of the Flanders plant, the factory where the handsome Everett cars had been turned out, and we were willing to admit that the Flanders is O.K. This car is not a new car. It is built along the lines of the Everett "Six," but in a larger factory, by a larger force of men, and with thousands of dollars worth of machinery purchased at the beginning of this season, when Flanders was projecting to ship a record number of cars with his magic name on the radiator.

The motor world was agog to learn what kind of a car this six would be. The lowest-priced six-cylinder on the market, and is made in a factory that it will take you several days to inspect. When you are through with that inspection, however, you will realize why it was that the Studebaker plant is so large, as Flanders had a hand in preparing the space where the small Flanders cars were first made. Now, where the larger six-cylinder Flanders is to be turned out, the Flanders Motor Car Company has erected a city of buildings, with equipment enough to meet even the great demand that seems certain to make the 1913 output a record-breaker in motor cars.

MOON FACTORY GROWS.

COVERS WHOLE BLOCK. St. Louis is the home of the Moon Motor Car Company. The factory, general sales department and executive offices are all under one great roof.

In the Moon factory, every part of the car is manufactured, even to the top. The Moon factory does not merely assemble parts, in the building of their cars, but actually makes cars. Each department of the great factory is in charge of a man who is known to be a practical expert, thoroughly schooled in the motor car building ideas of the president, J. W. Moon. In brief, the department heads at the great St. Louis factory are specialists in their particular sections of the automobile manufacturing industry.

FACTORY COVERS BLOCK.

This factory covers an entire block. It has its own private railroad connection and contains one of the most complete machine shops in the United States.

In 1905 the Moon Motor Car Company was organized, after the president of the concern which bears his name had more than twenty-five years' experience in manufacturing vehicles. It was not until 1908, however, after a year of testing and wide experimentation, that the first Moon car was placed on the market.

Since that time the business of the factory has grown rapidly and steadily, and the car has met with great popularity. One of the most important sections of the factory is the experimental department. The tests and experiments are all carried out and passed upon by the engineers before any change in equipment or design is accepted. According to figures the business of the factory increased 317 1-10 per cent, last year and the officers of the corporation claim that from present indications, there will be a great growth in the business this year.

SPECIAL EQUIPMENT.

Many cars are equipped with the

Moon-Wagner electric starting and lighting system. This electric system is the result of combined efforts of J. W. Moon and the engineering corps of the Wagner Electrical Manufacturing Company, after a long series of tests.

The Moon "Forty-eight" touring car is one of the latest models turned out by the St. Louis factory for the 1913 season. The "Forty-eight" roadster is also a new car. With almost the same lines as the roadster, the seat is a little deeper and the steering wheel a little higher. It is very attractive. A limousine is also made in the "Forty-eight."

There is one standard Moon chassis for the "Thirty-six," "Forty-eight" and "Sixty-five." In the "Thirty-nine" type there is a chassis raceabout model in addition to the touring car and colonial coupe models. A torpedo body is also offered in the "Thirty-nine." The big "Sixty-five" is the giant of the Moon models. This car has a wheel base of 115 inches, is electrically started and lighted. Special bodies are built at the Moon factory for all sorts of unusual service, to go on the standard Moon chassis.



General Motors Truck Factory in Operation and Ready for Record Output.

The frames, motors and bodies are being assembled in the big factory at Pontiac, Mich., on one of the busy days of a busy year.

GENERAL MOTORS TRUCKS.

MANY MORE COMMERCIAL CARS.

The General Motors Company truck factory is one of the largest plants devoted exclusively to the building of commercial cars. It is complete and thorough. The structure is so built that every one of the large rooms is well lighted and there is ample opportunity for the men to work night and day when necessary.

The G.M.C. trucks this year are to be turned out in carload lots ready for delivery to the several points where big shipments have been ordered. The shipping department of this big factory is most interesting. Here the machines are prepared, with the aid of men who are skilled in the latest methods of boxing up the big motor delivery machines.

Some of the cranes used were built as solidly as a house. The truck was entirely enclosed and when we walked the reason for the extra amount of care taken we learned that the trucks were to be sent to Australia. This is one of the long shipments which are becoming a factor of the motor industry. Orders have been received from the islands of the sea and the commercial cars are to be turned out in ever increasing numbers.

MARKET ONLY SCRATCHED.

"The market has only been scratched over," said Murphy when speaking of the prospects for this coming season. "There is room for ten times as many machines as we

the building of commercial cars. The territory is constantly growing. Trucks are being shipped to all corners of the globe. Now we are preparing to build a new number, but we will take the same amount of care as we did at the beginning and we will add many refinements to the 1913 G.M.C. line of trucks."

Of the making of many trucks there is no end. The commercial car business has grown to such proportions that it has become one of the main branches of an automobile industry that is remarkable for its scope. With a factory turning out one, two, three, four and five-ton trucks to carload lots, men who are ready to grasp every opening must be on the job every instant.

Gleason Murphy is one of the big men in the motor truck industry. He has been identified with the manufacturing of cars for the past ten years. Though one of the youngest of the leading factory officials, he is one of the biggest and this year will see him at the head of the General Motors Truck factory working force handling the largest line of cars ever turned out at this immense plant.

HUGH MACINTYRE.

When I reached the factory, it was with Mr. Murphy at the wheel of a fast moving motor car. We drove from Detroit to Pontiac in some time then it takes to write this article and when we reached the big General Motors Company plant it was early morning. This was just the opportunity time to see this factory at its best and we were conducted through the large buildings where the force of men was waiting in preparation for one of the heaviest seasons on record.

To build a truck some of the heaviest machinery known to the industry is necessary. We saw this machinery and we also saw the structures that have been made ready for the output for the 1913 season. Instead of the Handolph and Reliance and the Rapid

is returned to the big building and has another thorough overhauling. In accordance with big business policy of the General Motors Company, G. Hutchinson, vice-president and general manager of the Marquette Automobile Company, was recently appointed to the same office in the Oldsmobile Company to bring into effect the consolidation of both concerns.

The General Motors Company, which controls fifteen subsidiary concerns, has for some time been endeavoring to bring its lines together in order to produce cars at a minimum expense and cost to the consumer. This last move promises to bring about one of the most phenomenal lines of automobiles ever presented to the motor buying public, and purchases of high-grade cars will get the most value for their money.

This consolidation brings double assurance to Marquette owners that the General Motors Company's broad and business policy will be carried out to the fullest extent in the future. The Vance-Carlson Motor Company have been successful in introducing this product on the Coast.

FEDERAL TRUCK PLEASES.

HOME OF BIG CARS. This is an age of specialties and specialists. This firm hires a specialist in every department, and builds but one model and concentrates its entire energies on the manufacture of one-ton trucks. It is a fact that a plant devoted to the manufacturing of a single article can make a better product at a lower cost than a factory turning out several articles. This policy makes it possible for the Federal Motor Truck Company to build at a very low price a one-ton truck fully guaranteed.

The Federal is built in two sizes: Model C, which has a 110-inch wheel base, and Model D, which has a 114-inch wheel base. Model C chassis can be equipped with bodies for convey-

ing small articles that are heavy in weight; Model D chassis can accommodate large bulky loads, as furniture, etc.

Federal trucks are used in over a hundred different lines of business, and are giving satisfaction in every detail. Their motor buses are the finest in the country, and the combination hose and chemical wagon recently put on sale by them is the last word in motor fire apparatus construction—it is light, sturdy built, of exceptional power, and is fitted with the newest and most improved fire apparatus, making the wagon complete and "ever ready."

For the past two years Federals have been widely distributed throughout the United States, and a great many have been shipped to foreign countries. Their 1913 output will amount to over 1000 cars and the output for 1913 has been raised to 2000 to 2500 cars. There is no question that the Federal has set the standard for one-ton trucks.

Not Ending, Such Food.

[Pittsburgh Post.] Two richly upholstered dames sat on the hotel veranda and watched the wild waves dancing the turkey trot. "That young man yonder is reputed to be very rich," said one.

"But he is one of those fellows who is afraid of being snared," the other lady declared.

"Think so?"

"Oh, yes. A hopeless case. No girl will catch him."

"Why do you say that?"

"I told him yesterday that your

ing small articles that are heavy in weight; Model D chassis can accommodate large bulky loads, as furniture, etc.

Federal trucks are used in over a hundred different lines of business, and are giving satisfaction in every detail. Their motor buses are the finest in the country, and the combination hose and chemical wagon recently put on sale by them is the last word in motor fire apparatus construction—it is light, sturdy built, of exceptional power, and is fitted with the newest and most improved fire apparatus, making the wagon complete and "ever ready."

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The Marquette factory is prepared for an output this year that will double that of the past season. The capacity is such that the demand for these machines will be met squarely. An extra rush order has just been placed for additional machinery, and with the mechanism now on hand, at least twice as many cars can be built as were turned out last year.

This car is in the medium-priced class. It has a wheel-base, however, that places it with the larger cars. The capacity is such that the demand for these machines will be met squarely. An extra rush order has just been placed for additional machinery, and with the mechanism now on hand, at least twice as many cars can be built as were turned out last year.

When the Marquette factory is first seen, it is hard to get an adequate idea



Home of the Schacht Car, Showing the Exterior of the Large Plant.

Here is the building in which so much care is taken to turn out a down-to-date car that will stand at the knocks and bumps.

will turn out. It will be necessary to employ twice as many men and then we will not be able to turn out enough trucks to satisfy the dealers who are anxiously awaiting new cars. This year promises to be one of the most important in the history of

the output. Nothing is sacrificed to make this car one of the stylish machines of the season. Before it leaves the factory, however, the testers are given every chance to find a weak spot in the big machine, and if this weak spot is located, the car

daughter looked sweet enough to eat. Naturally, I expected something complimentary to the young lady by way of response.

"And what did he say?"

"He edged off and responded hastily that he was a strict vegetarian."

Ask the man who owns one



A Logical Answer For Your Hauling Problem

Five-ton chassis	\$4,500
Three-ton chassis	3,400
Two-ton chassis	2,800

PERMIT TO LOS ANGELES EXTRA.

Quantity purchases of Packard trucks by concerns like the American Express Company bear a close relation to their worth as an investment.

If we sell you a Packard truck it is because we know we can save you money or increase your business. Unless we can establish one or both of these propositions we don't ask your patronage.

Packard salesmen are equipped to analyze your hauling requirements.

Substantial reasons for the recognition of the Packard as the standard vehicle of heavy traffic:

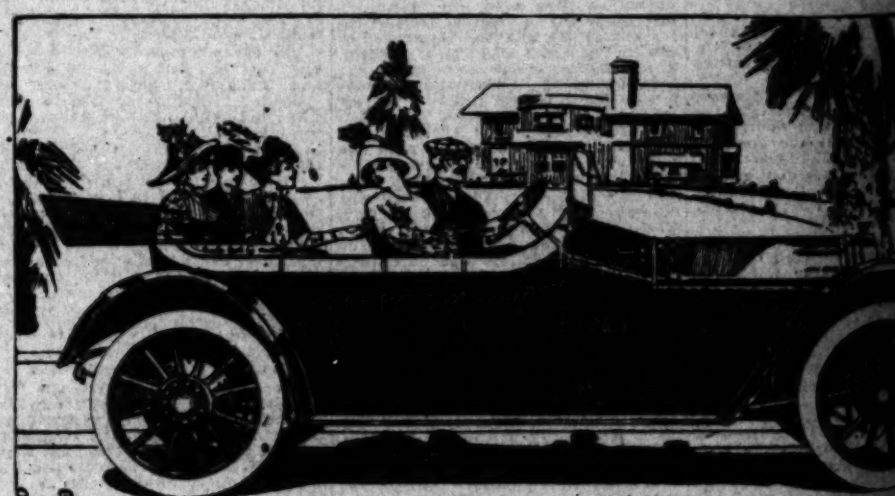
- The ability of the factory to deliver the trucks.
- The dealer's ability to deliver the service.
- The ability of the trucks to deliver the goods.

With a complete stock of parts at instant command, we provide regular inspection and keep Packard trucks running every hour of every working day.

Packard trucks have made good in 162 lines of trade

California Motor Company

Tenth and Hope Streets, Los Angeles, California



NO CRANKING, TOUCH THE BUTTON AND AWAY YOU GO.

Largest Manufacturers of Six-Cylinder Cars in the World.

Mitchell

Five Years' Experience Building Six-Cylinder Cars. Know How.

1913 MODELS REALIZE YOUR IDEALS

You've had your notions of what a complete and perfect car should be. Here it is. When you enter Mitchell you possess all that is best in European and American style and design, and you get it in class and construction. The cost is within your means. For 1913, The Mitchell of the supplies everything any car does at any price.

HERE ARE TWENTY-FOUR MITCHELL MATCHLESS FEATURES

- | | | |
|-------------------------|---------------------------------------|---|
| Electric Self Starter. | Priming Device. | Beach Duplex Ignition. |
| Control. | Straight Line Drive. | Front Axle 1-Beam. |
| Left Hand Drive. | Electric Lights. | Front Wheel. |
| Big Wheels—30-Inch. | Long Wheel Base. | Chrome Nickel Steel. |
| Classy Bodies and Tops. | Turkish Trimming. | CONSTRUCTION. |
| T-Hood Fully Enclosed. | Enamelled Motors. | Pressure Greasing. |
| MOTORS. | Three Point Suspension. | Spark and Thrustors. |
| Clean Running Bores. | Double Drop Frame—Weight Carried Low. | Ignition with Compensating Distributor. |
| Nickel Trimming. | Long Stroke Motors. | Spring Valves. |
| Adjustable Foot Levers. | | |

FIVE MODELS—THREE PRICES

2 or 5 Pass., Four Cylinders, 40 H.P., 120 inch wheel base, 36 inch wheels. Complete.	\$1650	3 or 5 Pass., Six Cylinders, 50 H.P., 132 inch wheel base, 36 inch wheels. Complete.	\$2000	7 Pass., Six Cylinders, 144 inch wheel base, 36 inch wheels. Complete.	
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PRICES INCLUDE EXTRA TIRE COMPLETE WITH COVER ON ALL MODELS.

GREER-ROBBINS CO. SOUTHERN CALIFORNIA AND ARIZONA DISTRICT

PHONES—HOME 41307—SUNSET, BROADWAY 5416 TWELFTH AND FLOWER ST.

KISSEL PLAN S MAN AT FAC

Butterfield Perfects Service Many Owners of Stylish Models, Which Will Leave Week in Carload Lots—

BUTTERFIELD AND KISSEL.

SERVICE IMPORTANT ITEM.

Following a carefully outlined plan, the Kiesel Motor Car Company has purchased an additional plant in Milwaukee and this year is prepared to turn out a record number of machines. Additional plants are being built in Hartford, Wis., where the Kiesel people a floor space of 40,000 square feet. This makes the plant one of the largest of the motor-car-building concerns turning out a large number of cars this year.

One of the important items which has cost the Kiesel factory considerable amount of money is the service department. This branch of the factory in this city is being conducted



Pratt "For

on floor of showroom, Elkhart, Carlin

lines that have met with the success of Kiesel owners. It is Kiesel's plan to have the best of the service department that is ideal for the new plant of the Kiesel Company in Milwaukee. It is modern, completely equipped and contains some 200,000 square feet of working space. It was formerly owned by the Romadine-Trunk Company. The new tenants will take possession at once and expect to have the new plant in operation early in the year.

The rapid expansion and progress of the Kiesel Motor Car Company in the last few years has brought into unusual prominence. Inside the corporation into a \$1,000,000 company with a surplus of \$500,000 and operating on additional capital. The entire stock is owned by the Kiesel family, with one exception, namely, H. E. Butterfield, president of the Kiesel Motor Car Company and for five years president of the Kiesel Motor Car Company. The new plant in Milwaukee is being built by George A. Kiesel being president and general manager, and William L. Kiesel secretary and treasurer.

The latest move of the Kiesel company has been a contemplation for some time, and a number of cities have been in flattering bids, offering big bonuses for the location of the new plant. Because of its nearness to the Kiesel family, the further fact that it was built practically ready for operation.

The Kiesel Motor Car Company has recently purchased an additional plant in Milwaukee, Wis., where the Kiesel people a floor space of 40,000 square feet of working space. It was formerly owned by the Romadine-Trunk Company. The new tenants will take possession at once and expect to have the new plant in operation early in the year.

The rapid expansion and progress of the Kiesel Motor Car Company in the last few years has brought into unusual prominence. Inside the corporation into a \$1,000,000 company with a surplus of \$500,000 and operating on additional capital. The entire stock is owned by the Kiesel family, with one exception, namely, H. E. Butterfield, president of the Kiesel Motor Car Company and for five years president of the Kiesel Motor Car Company. The new plant in Milwaukee is being built by George A. Kiesel being president and general manager, and William L. Kiesel secretary and treasurer.

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KISSEL PLAN SUITS BIG MAN AT FACTORY BRANCH.

Butterfield Perfects Service System Which Pleases Many Owners of Stylish Line of Nineteen-Thirteen Models, Which Will Leave the Hartford Factory This Week in Carload Lots—Many Motors Being Built.

SYSTEMATIC SERVICE IMPORTANT ITEM.
The Kissel Motor Car Company, which has a new branch in Los Angeles, is preparing to leave the Hartford factory this week in carload lots—many motors being built.

One of the important items which will be sent to the Los Angeles branch is a new service system which is being conducted

HANDSOME HUPP PLANT.
Now, let us visit the Hupmobile factory, one of the busy motoring emporiums in the center of motor-land, the city of Detroit. To see this plant at its best you must go there during the month of August, when the force is preparing for what promises to be the greatest season in the history of the plant. Active operations have been begun at the Hupmobile Works, but during the month of August we had a chance to see an immense low-priced factory taking inventory for a season which is to be a hummer.

From one of the smallest automobiles known to the industry, the Hupmobile has become a five-passen-

of Southern California for the manner in which they have covered the country with road signs, and also for the part they have taken in the development of good roads. Mr. Bull has spent several months traveling through Canada, Oregon, Washington, and will leave Los Angeles the first part of the week for the Case factory at Racine, Wis.

NEW ABBOTT-DETROIT.
STRONG LINE FOR NEW YEAR.

The announcement of the Abbott-Detroit line for 1913 is attracting widespread attention and an inspection of the new models shows that the manufacturers have not only kept in close touch with the progress during the past year and incorporated the latest and best, but have taken an advance step in devising several new mechanical features of a rather sensational nature. Perhaps the most interesting and striking thing to an expert is the new self-contained electric self-starter, with which all cars are equipped. For several years it has been the assertion of the engineering forces of the Abbott-Detroit company that all self-starters heretofore devised were wrong in principle and therefore could never adequately meet the requirements demanded of such a device. Believing their theory to be correct, they have after two years of indefatigable work and experiment succeeded in constructing a starter that bids fair to entirely revolutionize this field. The success and efficiency of this new starter largely lies in its

RUGBY WILL BE EXEMPLIFIED.

Australian Contest Here Will Show What It Is.

Local Admirers of the Game Ignorant of Finer Side.

Experts May Show Rough Work Unnecessary.

BY D. HUDDLESTON.

Secretary, Knights of St. George.

Is the game of Rugby rough? Many critics of the local Rugby teams maintain that the game is far rougher than the American variety. This criticism is based on ignorance of real Rugby. I must admit that locally the game is played too roughly and is also somewhat crude, lacking the spirit and methods of the higher class exponents of the game. After our men have seen the Australian team in action here on November 15, I am sure the game will improve greatly and many of the present misconceptions will be cleared away.

I would advise the critics to withhold further comment until after the visit of the colonial team, as I feel sure that the game will be an eye-opener for both the players and the general public.

As to the roughness, any game may become rough if the players do not enter into the contest with the true sporting spirit. The local Rugby teams have been developed too much along the lines of the old American football teams, but the present season seems destined to see a great improvement in this respect. In Australia, New Zealand, Great Britain and South Africa, there are many fine Rugby teams, composed of men of splendid physique, who infuse any amount of energy into their games, nearly all of which are of a competitive nature. Yet a decided line of demarcation between undisciplined brutal play and legitimate commendable robustness and vigor, is drawn. In fact, the former elements will not be tolerated at all. The proof of the pudding is always in the eating. Thus, although the football seasons in the countries mentioned are much longer than with us and the games are all vigorously contested, yet no fatalities are ever recorded, at least serious accidents are very rare.

This goes to prove conclusively that the game of Rugby can be played in its highest and best phases without incurring any serious risks. Of course football is not a prior game by any means, but if it is unduly rough and questionable tactics are used, then the fault must be in the players and not with the game itself.

This principle will hold good in any sport worthy of the name of sport. Rugby, at its best, calls for manly, strong men, in whom the chief of true sportsmanship are firmly grounded. The game is open, fast, scientific and exciting and requiring perfect team work to exhibit all its best characteristics.

If we have not yet arrived at this stage locally, and there is small wonder that we have not, then we have much to learn. Let the critics of the game pay a visit to Eborard Field on November 15 and see the "Warriors" of New South Wales in action. I am certain that the style of Rugby played on that day will give a new conception of this great sport.

This contest will mark a new epoch and be a red letter day in the history of Southern California football. The Australian visit is most opportune at this time and a great deal of good should come of it.



Pratt "Forty" Model H Five-Passenger Touring Car.

Shown at showroom, Elkhart Garage and Harness Manufacturing Company, Elkhart, Ind., makers of the Pratt motor car.

men that have met with the Kissel owners. H. K. Butterfield is the man of the hour in this branch of the business. It is his plan to build a plant in Los Angeles that is to be the largest of its kind in the West.

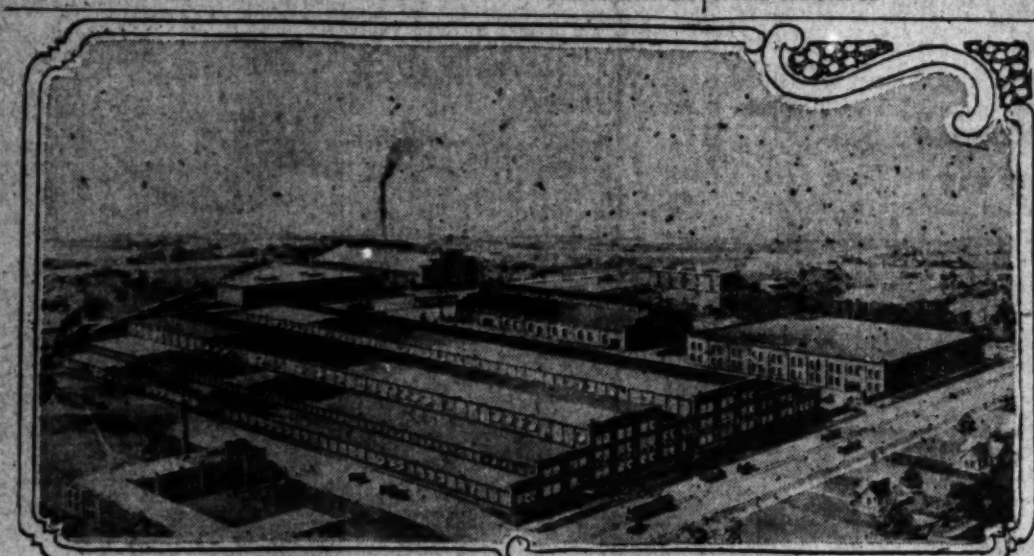
The new plant of the Kissel Company is in the city of Los Angeles. It is modern, well equipped and contains 100,000 square feet of working space. It was formerly occupied by the Kissel Trunk Company. The new branch will take possession of the plant in operation early in the fall.

The Kissel company states that the new plant is ideally designed for its purpose and that it is quite possible to build a new car in a year there. At present it will be used only for assembling purposes, the manufacturing of the cars being continued at Hartford, Conn. The general offices of the company will be moved to Mill

gr. strictly down-to-date touring car in which you can cross the continent with ease. This fact was demonstrated last year when a Hupmobile was driven from New York to Los Angeles in thirty days across the mountains and through the valleys, along the desert trails, without one hour's trouble on the entire trip. We saw this car at the factory looking none the worse for the grueling test that was handed the sturdy little motor.

Now, let us see the Hupmobile as it is being built. We have in this large factory all the machinery that we need to complete the car. It is not necessary to go outside the walls to secure anything but the steel. In fact, we saw large quantities of pig iron which were to be turned into molten iron, which was later to be poured into the sand moulds for the castings, which were to be placed in hammers, pounded out brackets, spring clips, crank hangers and torsion rods. Then we saw these finished, polished,

simplicity. It is nothing more or less than a small electric motor mounted on the engine base and connected to the crank shaft by a train of gears. Unlike other starters, it is not connected in any way with the lighting, ignition and other systems, but is a complete and separate unit in itself. As are the other above-mentioned features, by this arrangement, the many troubles arising from cross-wiring, complexity and inaccessibility are avoided. The starting operation is the simplest thing imaginable. Instead of throwing the gear-shift and perhaps several other levers, it is only necessary to turn the spark lever on the steering column and push a button by which direct connection is had to the battery, through a switch operated by the button, and the engine at once responds and is ready for action. As soon as the starter has performed its function, all working parts pertaining thereto stop automatically. The switch can only be operated when the spark is fully retarded and the lever assumes the proper running position when released after the



Home of the Haynes Automobile Showing the Entire Plant in Working Order.

This is another of the down-to-date factories, where the output is to be increased this season.

and, in the case of the lamp brackets, finished in nickel.
The Hupmobile this year is to be one of the classiest low-priced cars which we will have a chance to inspect. Special care is being taken in the body-building department; here you find the upholstery just as thick as it is possible to make the car and keep the lines just as the designer demands. Then after twenty-one coats of varnish have been baked on the exterior the car is ready for the chassis.

CASE CHIEF HERE.
FACTORY OFFICIAL PLEASED.

Frank K. Bull, president of the J. I. Case Threshing Machine Company of Racine, Wis., manufacturers of Case automobiles, is at the Alexandria for several days. The purpose of his visit is to study the automobile situation in Southern California carefully. He stated yesterday that there are more automobiles on the streets of Los Angeles than in any other city in the United States. Mr. Bull is enthusiastic over the possibilities of the automobile business in Southern California, because of the many miles of good macadam roads and the long selling season.

engine is started. On account of the simplicity of the starter the most inexperienced person will have no difficulty in keeping it in perfect condition.

The seven new models are carried on two chassis, known as the 34-40 and 44-50, with wheel bases of 118 and 121 inches, respectively. The smaller chassis is a mechanical duplicate of the larger, except that the cylinders of the Continental motor are cast in bloc instead of in pairs, as in the larger model. The 34-40 carries a five-passenger touring car and a three-passenger roadster, while the 44-50 comprises two limousines, a seven-passenger touring car, a demi-tourer and a battleship roadster.

The Abbott company has generally enhanced its reputation as expert designers, and the new line in its entirety is perhaps the most beautiful ever placed on the market. Many things bear witness of originality, and the great flared panels, exceptional roominess and suspended body construction is a strong appeal to one's sense of comfort. The bodies receive twenty-four separate painting operations, requiring about five weeks, and have an exquisite piano finish. The upholstery is twelve inches deep and the cushions are of the latest Turkish roll design. The dash is tufted and covered with leather, and beautifully

SELECTING A BILLIARD CUE.
A Good One Must Be Perfectly Straight and Must Be Adapted to the Player's Height and Reach.

[Answer:] Finding a really good billiard cue is largely a matter of luck. For instance, Fred Weiss, the Australian player, found his favorite cue in the rack of a public billiard-room at Melbourne.

Out of a dozen cues of precisely the same make, size and weight, one will be infinitely superior to all the others. A billiard cue, like a violin, has a "soul."

However, when choosing a cue, you should look for one that is absolutely straight, with the grain running straight down the wood. Ash is the best wood, except for the splicing of the butt, which is usually made of ebony. The cue should balance about six inches from the end of the butt. The nominal weight of a cue is not of much importance, as its real weight depends on the point of balance, but between fifteen and sixteen ounces is a good average weight. Many players play badly because they use a cue that is either too long or too short for their height and reach. Make a bridge and, holding the cue in the usual way, draw it back until the tip is about six inches beyond the bridge hand. You will then see whether the position of the cue or playing arm is awkward or not.

Peerless 1913 Three Six-Cylinder Sizes

Three new, six-cylinder models, the "38-Six", "48-Six" and "60-Six", provide a wide range in power. They are adapted to the distinctive Peerless bodies which will seat from three to seven passengers. You may select chassis and body exactly suited to your requirements.

All Peerless Cars for 1913 Have

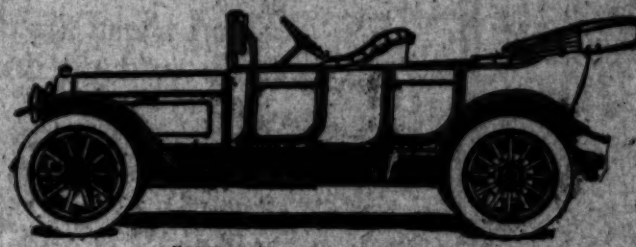
Electric Self Starters

That Are

100% Efficient

It will spin the motor for 30 minutes or pull the car with full load of passengers along the street on the high gear

Advance catalog on request



"38-Six" Five-Passenger Touring

H.O. HARRISON CO.
1214 SOUTH MAIN ST.
LOS ANGELES CALIF.

Lozier 1913

Left Side Drive—Center Control
88 Actual Brake Horse Power
Smokeless Oiling System—Unequalled Fuel Economy

The Choice of "Men Who Know"

Men of wealth who have owned many cars, both American-made and foreign, eventually come to the Lozier as their permanent car.

Conservatively, nine out of ten automobile manufacturers, and their high officials, consider Lozier the best car built. Many of them express their opinion by owning and driving Loziers.

Among officials and heads of great "accessory" manufacturing concerns the Lozier predominates.

You don't see so many Loziers as some other cars for, even with two great manufacturing plants, we cannot build the Lozier in large numbers and build it in the true Lozier way. But—and this is more important—take note who owns them. Base your judgment on that point. It's men who know automobiles who own Loziers. For Lozier reputation is earned reputation, not created by the "atmosphere" of sales methods.

By every true test in service, on every touring highway in the world, Lozier Quality—its mechanical perfection, its power and safety and luxurious comfort—has been proved an exclusive Lozier Quality. And it is the proof of this that makes Lozier the Standard of Excellence.



New Lozier Lakewood.

See the 1913 Lozier at our Salesrooms,

BEKINS-SPEERS MOTOR CO.

1026 SOUTH OLIVE STREET

NOTICE—Lozier Light Six for \$3250, a self-seller, will be announced next month.

CALIFORNIA GLORIES IN ITS BIG LEAGUE PLAYERS.

Three of the Spotlight Men Are Natives of This State and Three Were Recruited from Here — Pope and Thomas Once Played on the Sacramento Team and Hooper Was Formerly an Outlaw.

BY HARRY A. WILLIAMS.



California Boys

Below, Arthur Shafer, who formerly played with St. Louis. Above, Fred Snodgrass, who was Shafer's team mate in college baseball, and "Chief" Meyers.

Which ever way it goes, they can say, "We did it." Because of our personal representatives on the two teams, probably the interest in the series, right down through the rank and file of the citizens, is more unanimous in California than in any other State outside of Massachusetts and New York. Men who were never before suspected of being fans, have daily been observed pacing the curbs of our main streets with a sandwich in one hand and a guide book in the other feverishly awaiting the returns.

Snodgrass and Shafer are both Los Angeles boys, and may be said to have gone direct from the sun-kissed sandlots of the south to the big leagues. Meyers is a Riverside boy, and mastered the rudiments of the game while attending the Sherman Indian School.

Meyers was brought to Los Angeles several years ago and given a try-out by Charlie Reilly, manager of the Los Angeles team in the old Pacific National League, then playing at Praeger Park. As Meyers was then only a green youngster, and Reilly had Hildebrand, the former Princeton catcher, and other good ones on his staff, the Indian was turned back to the reservation. Meyers arrived later, and was catching for St. Paul when McGraw saw in him the foundation for a great backstop.

SOMETHING OF SNODGRASS

Snodgrass played his first baseball as a member of the Los Angeles High School team, and he and Shafer were later members of the St. Vincent's team. The local Catholic college was then in intercollegiate athletics, and was famous for the prowess of its baseball athletes.

Snodgrass first attracted the attention of McGraw when the Giants were training here several years ago. He and the scrappy New York manager engaged in an argument that was not confined entirely to words. McGraw finished a poor second, "Muggsy" being a fighter, and he signed Fred on the showing which he had made with his fists, rather than for any particular skill which he had shown as a player. Snodgrass was taken to New York that spring as a catcher. After a long period of bench showing and a rather indifferent showing behind the bat, Snodgrass was shifted to the outfield, and it quickly became apparent that he had found the niche for which nature had intended him. His hitting was always hard and timely, improved wonderfully with his transfer to the outfield. Snodgrass is not what some would term a "sensational" fielder. But he gets everything that comes his way, and accomplishes his purpose without any feinting or furbelows. Before signing with New York, Snodgrass had caught one or two games for the Angels, but declined to play regularly with the club.

SHAFFER A HOOPER.

Shafer was still an amateur when the Giants signed him something like three years ago. Several big league managers were bidding for his services, but, setting on the advice of Snodgrass, he signed with McGraw. Last season Shafer did not play professional ball. Instead, he went to Japan as a baseball missionary and preached the gospel of McGraw methods to a benighted university team.

Charlie Hall, "pinch pitcher" of the Red Sox, is a Ventura boy, and like Harry Hooper, is of Spanish-American extraction. Charlie first gained renown as a pitcher while playing with the Santa Barbara club. Roy Hitt of the Giants was also a member of the Channell City team. When Hitt left the club to become a professional, Hall, who had been playing first base, was shifted to the pitcher's box, and he followed down without a run, and this convinced him and his friends that he had found his natural calling. Hall started his career as a pitcher in a "pinch," as he has been pitched in "pinches" ever since.

Harry Hooper is a former St. Louis boy. He was playing with the Sacramento "outlaws" when he graduated into big league company.

Alameda is proud to claim Duffy Lewis as its own. Lewis was discovered by Van Haltron, about the time that "Pop" was making his last stand as manager of the Oakland club. Duffy was a mere strapping boy when he joined the Oaks, but he showed so much class that Harry and Dillon did their best to jockey the Oakland club out of his services. They wanted to trade George Wheeler for him. As George was very eager to leave the decline then, Oakland politely, but firmly, declined to talk trade; instead, sold Duffy to Boston.

Lewis made good in that company from the jump, and he has been getting better all the time.

Hooper for California!

STANFORD GOSSIP.

Special Correspondence of the Times.
STANFORD UNIVERSITY, Oct. 10.—Pat Higgins' Santa Clara College team defeated the Stanford freshmen yesterday afternoon, 3 to 0 in one of the hottest games and probably the most interesting that has been played on the Stanford field this year. It was a fierce battle from start to finish, and Pat's men had their hands full in stowing away the Cardinal "battles."

J. C. Urban of Marysville, wing on the freshmen team, has been elected captain of the bunch. The freshmen are to end their season, Saturday. Since the abolition of the game with California, the position of captain of the freshmen is practically an honorary berth. Urban looks like varsity material.

The first annual cross-country run at Stanford is to be pulled off November 25, when a competition over a four and a-half-mile course will be held. Numerous trophies will be awarded to place winners. Eventually it is believed that cross-country running will become an intercollegiate sport in the north.

After try-outs lasting several weeks the following named students from the south have been appointed members of the staff of the Daily Palo Alto, the student newspaper: Miss Lois Baker, '12, of Los Angeles, associate editor; Miss Marjorie Tisdale, '15, of Redlands; Miss Lois McCoy, '15, of Pasadena, and Arthur Daniels, '16, of Redlands, assistant editors. H. L. Lord, '12, of Pomona, was promoted to the position of managing editor.

FIVE BARRED FROM ATHLETIC LEAGUE.

Special Correspondence of the Times.
VISALIA, Oct. 9.—Directors of the Central California Amateur Athletic League, which includes the leading High Schools of Tulare, Kings and Kern counties, have disbarred from the league five High School players. Hanford loses one man by reason of professional baseball playing this summer; Dinuba, loses three and Lindsay forfeits one for conduct in becoming a gentlemen while playing Rugby.

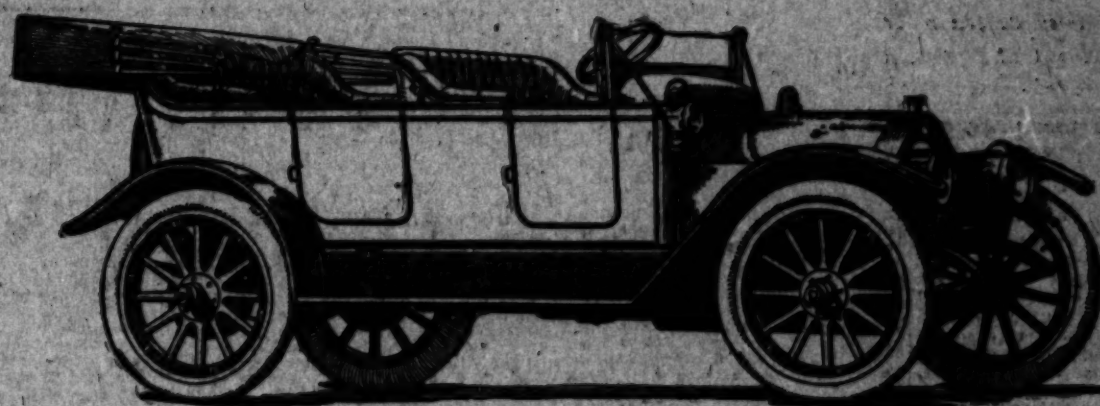
This action of the league directors forces the professional clause of the league, which is a clause in the regulations. As neither team has had more than one week of training, the practice Rugby match between the Tulare High and the Visalia High, which resulted in a victory for Visalia by a score of 8 to 0, gave very little clue on the real merits of either team.

Visalia scored two tries, and while Tulare failed to cross the Visalia goal line, her hard luck at critical times was more a factor in her defeat than the superior work of the Visaliaans. Tulare kept the ball in Visalia territory a large share of the time, and only the brilliant work of the Visalia back field prevented the team from being scored upon on several occasions.

AUTOMOBILES ON SAHARA DESERT.

The surface of the Great Desert of Sahara near Algeria is covered with sand dunes, abrupt on the windward side, abrupt on one side, gently sloping on the other, standing half-buried in the shifting sands, where a camel's step leaves the print of his foot deep

The Maxwell "40" for 1913



\$1800 fully equipped, Delivered Los Angeles

The Greatest Maxwell of All Larger—More Power—More Refinements

NOTABLE FEATURES

Left hand drive	French design body	Self-starter
Center control	Black and nickel trim	Stylish motor top and side curtains
Long stroke silent motor	Motor bodies—24 coats of paint and varnish	High grade lamp equipment
Selective transmission	Heavy suspension	Electric lights
116-inch wheelbase	Turkish cushions	Crumpled fenders
36-inch wheels	Two front doors	Five center and projector
Demountable discs	Effective dash ventilators	Extra tire

1913's Biggest Value in Three Models

Beauty, luxury and comfort have been developed to the utmost in the handsome Maxwell "40." Every refinement, every detail, is the very latest. Nothing that would make the Maxwell "40" better has been spared or omitted.

The new 1913 Maxwell is the finest car we have ever built. It is larger, more powerful, finer in every way. But it remains characteristically a Maxwell. That is, it retains the mechanical features responsible for the extraordinary Maxwell durability, endurance, economy of operation and upkeep.

The "40" is made in two body styles — the touring car, \$1800, and roadster, \$1750, Los Angeles.

Maxwell "30"

We offer also the "thirty" touring car, \$1260, and the "thirty" roadster, \$1225. Our "thirty" made a great hit last year and we were unable to build enough to supply the demand for it. It is improved and enlarged as the leader has been and we are confident will retain its supremacy in its class.

Maxwell "22"

In the new Maxwell "twenty-two" we have the spectacular automobile value for 1913. At \$870, fully equipped, including self-starter, the "twenty-two" will make an instantaneous hit. If you are interested in this model, we urge you to see the car, get a demonstration and make your selection at once, in order to insure delivery. Our entire output of this model for 1913 is already sold to dealers.

You should buy a Maxwell because — It holds the World's speed record in its class. It is the national touring champion — winner of the Olden Town. It has longest-proven by actual State registration. It costs less to maintain — proven by public demonstration. Have full line of demonstrators and are now booking orders for early delivery. Phone or call for appointment, or send for full particulars.

United Motor Los Angeles Co.
Main 8408 1200 So. Olive St. Home A3698

Announcement

The Series 8

"COLE" 50

Has Arrived

We cordially invite you to inspect this magnificent Car.

Ride in it; compare it with any car you wish.

Price, fully equipped, Delco Electric Starting, Lighting and Ignition system \$2125.00.

You can't afford to purchase a car without carefully examining this perfect automobile. Deliveries now being made.

GRUNDY MOTOR SALES COMPANY

No. 842 South Olive Street

Telephones: Home 10927, Main 2191

Open Evenings This Week Until Ten P. M.

in the mobile surface. How can assistance be sent promptly to a friend in distress in such a country? Some one has invented a new kind of wind automobile on a new plan, with an aerial propeller. It is fitted with three sails, arranged to form a horizontal triangle, two wheels per axle and a 60-horse-power motor to power to drive the automobile instead of the screw is wedged up. She

CLAIMS LAND FRAUD.

Possession of a tract of forty acres of a desert land entry was involved in a hearing before Register Bureau and Receiver Robinson of the local Land Office, yesterday. William M. Orick contended the right of Thomas M. Phillips to the land, alleging fraudulent transactions between Phillips and Maude Van Al-

nam, now Mrs. Maude Powell. The latter had the original entry, and defaulted in the work necessary under the law. It was claimed that the woman filed on the land an illegal agreement was made between her and Phillips involving a division of the acreage. Orick testified that the improvements he had put on the land were worth \$713.

CICERO WAS
SPECIAL PINK
CORRESPONDENT
AT THE WORLD
SERIES

Popularity and Service Go Hand in Hand

For three years the K-R-I-T has been a sure and certain success for every dealer and every buyer who has come in contact with it.

But it was a success limited by our production capacity.

The result, during these three years, has been that every K-R-I-T has been sold before it left the factory.

For that reason we have been unable to supply buyers, except through those dealers who were fortunate enough to have early identified themselves with the K-R-I-T line.

But, now we are in a position to make prompt deliveries, because we have largely increased our production.

The K-R-I-T price is all K-R-I-T value. It does not mean flashy equipment and ornamentation. It is all in the car.

It means, that in the K-R-I-T, we offer to the trade a car at \$1000, which in roominess, ease of riding, length of service and power to perform, is in a class by itself.



The reason for this is that the K-R-I-T is the product of one organization; this means less cost of production and greater value in the car, with correspondingly greater satisfaction and longer service to the owner.

All main bearings in the motor and transmission are of the annular ball type, which means less friction, greater efficiency, no adjustments, and ability to outlive the car itself.

The motor, clutch and transmission are a unit; the motor has the valves enclosed and fully protected.

And the Company stands back of the car—with every K-R-I-T goes a written guarantee for a year.

For \$10 additional we equip with the K-R-I-T complete electric lighting system, which includes five lamps and 100-hour storage battery.



Model "KR" Roadster.

Model "KD"—Covered Delivery

Other Models — "KR" Roadster, \$1000; "KD" Delivery, \$1000; completely equipped F. O. B. Detroit.

K-R-I-T Motor Car Company, Detroit, Michigan
Good Territory Open for Agents

Krit Motor Sales Company

1225 SOUTH OLIVE STREET
Los Angeles

MAXWELL MOTORS READY FOR SEASON'S OFFERING

Turkeytown Factory Turning Out Fine Line of Low-Priced Cars—Federal Trucks Are Handsomer Than Ever, With Increased Force of Skilled Workmen Ready to Turn Out Double the Former Output.

NEW MAXWELL CARS.
NINETEEN-THIRTEEN SEATER.
Adopting the left-hand drive, center control, selective transmission and many other improvements and refinements which commend themselves to the up-to-date motorist, the Maxwell division of the United States Motor Company announces for the season of 1912 five new models, consisting of three chassis built as a forty-horse-power touring car and roadster, a thirty-horse-power touring car and roadster, and a twenty-two-horse-power roadster, having respectively at 1912, 1913, 1914, 1915 and 1916.

By comparison with the Maxwell cars of 1911, which gave universal satisfaction, the new ones are higher-powered, smoother in style, and more comfortable in riding, while the control is simpler, the finish superior and the equipment more complete. Not only has the chassis design been improved by embodying new features and equipment, but the bodies and their construction have been improved for the convenience and comfort of passengers.



One of the Scenes Just Outside the Baker Electric Plant Where Cars Are Being Shipped Daily. Long string of 1912 models just ready for the West on one of the longest trains made up with electric exclusively this season.

comfort under varying conditions of riding, as indicated by deep Turkish upholstery, more tonneau room, slightly lowered seats, larger wheels and the addition of every accessory necessary to the perfect enjoyment of a car, including electric lights and self-starter.

While interest centers chiefly in the Maxwell "48" touring car, as being a successor to the famous hidden-wheeling Maxwell "Special," the models which make their first appearance this season—the "48" and "22" roadsters—are particularly interesting because they show how thoroughly modern car design has been improved for two distinct types of roadsters.

The "48" roadster is not of the new type, but sufficiently rakish and snappy in appearance to appeal strongly to those who want high-powered touring roadsters with liberal and convenient luggage space as well as facilities for carrying fuel and tires. In this respect, the "48" is fitted with a waterproof luggage compartment in back of the seat and opened only by pulling forward a trap section in the upholstery of the seat.

The "22" roadster, which has a four-cylinder motor and ninety-three-horse-wheel-horse, is a fast car and will prove a great utility car. It has a round gasoline tank of fifteen gallons capacity, a tank in the rear for luggage and small stuff, as well as carriers for spare tires.

THE MAXWELL "FORTY."

The extent to which improvements have been carried in the "48" goes far beyond those details which are easily observed. Thus, while the left-hand drive, center control, selective transmission, self-starter and thirty-six-horse wheels are features that would be plainly noted, a detailed study of the car shows thorough development in some fundamentals as well as minor points.

This is evidenced by an increase in the wheel base; a clearance greater than in last year's "Special"; English type of fenders; a new body having among other things two doors in front instead of one; an underpan supported by strong springs, preventing rattles and facilitating removal if necessary, as contrasted to the bolted-on type; frame lined with leather where body fits, for quietness and more than a score of other improvements which are grouped below.

Among the refinements of the cooling system are a single water-discharge pipe of large diameter, instead of the former Y-shaped manifold, and a water tank behind the radiator peak, through the thermostat system always used in Maxwell cars remains unchanged.

Points of the transmission, rear axle and other chassis features which have received attention include a larger transmission, square shaft and larger bearings, larger clutch bearing cone; the use of grease cups instead of oilers on steering joints; larger grease chambers on universal joints; the enclosing of the joints in leather covers; uniform adjustment of brakes under load; new style brake turnbuckle; rear axle side strain one-piece forging; oil-retaining washers in the full-floating rear axle and doors in the running board case over spring bolts.

The control system, in addition to having the steering wheel on the left and the levers in the center, has a bulb horn concealed beneath the bonnet instead of outside.

Improvements in the "22," which corresponds to the "Mascotte" models of 1911, strengthen the high regard in which this model has been held. Its sturdiness has been increased and its appearance improved by using a front axle of drop forged I-beam construction. The frame has been lowered, the wheelbase lengthened slightly and a new spring suspension consisting of longer, flatter springs of English steel has been used.

The rear enders have been strengthened and the rear axle has been lowered. The effect is further emphasized by longer running boards in connection with fenders of new and stronger design. In addition to the greater resilience obtained by the new springs there are new hangers and a bumper plate allowing more spring travel before bumping. The bumpers, too, are of new design.

While the motor of the "22" remains practically the same in design, with the same four-inch bore, the stroke has been increased from 4 to 4 1/2 inches. Longer connecting rods in conjunction with the longer stroke increase the flexibility of the motor. The pistons have been redesigned for lightness and strength and the cylinders, instead of being offset, are set exactly on center with the crankshaft. It is the result of both crankshaft and camshaft have been increased in diameter and the cam and camshaft are now integral.

Among other improvements are a wire container clamped on the cylinders protecting the ignition cable from water and oil; boxing-in the bottom of the control levers to keep out mud and dirt; a larger radiator of the same design; new design of fan mounted on a bracket on the cylinder; additional grease cups on the control lever tubing and steering gear case; new steering knuckles to allow of a turning radius of twenty-four feet and new headlamp brackets bringing the lamps into a higher position and throwing a better light upon the road.

The car is sold fully equipped, including a gas self-starter.

THE MAXWELL "22."
In introducing a light four-cylinder roadster of twenty-two horse power, listing at \$115 equipped, the Maxwell strikes into a price field which it did not enter last year. Judging by the specifications of the "22" this field will have spirited competition from the new Maxwell model because the "22" has many features that make it stand out among the low-priced roadsters.

Left-hand drive and center control is employed, although the design is different from the center control of the "48." The transmission is the well known Maxwell progressive type of sliding gears and the center gear shifter works forward and back in a single straight slot in the floor board. It is easy to enter or alight

from the car. The motor of the "22" is of the same design as the "48," but with a four-cylinder motor and ninety-three-horse-wheel-horse, is a fast car and will prove a great utility car. It has a round gasoline tank of fifteen gallons capacity, a tank in the rear for luggage and small stuff, as well as carriers for spare tires.

Among other improvements are a wire container clamped on the cylinders protecting the ignition cable from water and oil; boxing-in the bottom of the control levers to keep out mud and dirt; a larger radiator of the same design; new design of fan mounted on a bracket on the cylinder; additional grease cups on the control lever tubing and steering gear case; new steering knuckles to allow of a turning radius of twenty-four feet and new headlamp brackets bringing the lamps into a higher position and throwing a better light upon the road.

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They have taken this Southern territory by storm. As soon as men found how good they were, they began telling their friends. Their friends bought and told others. So the news spread.



You'll Appreciate a Wind Shield More than Ever
\$21

While the wind blows, and the rain falls this winter you'll be mighty glad you have a windshield. And glad, too, that you could get such a good one for \$21.

Why Pay More Than \$6.00 for a Ford Lighting Outfit

While the outfit pays for itself in no time, there is no need to pay more than this price for the best. Ford owners are delighted with them.

Remove Carbon from Your Engine with Carbon Nit

OILS
Monogram, Harris Oilsum or Panhard
5 Gal. \$3.75
Motorine
5 Gals. \$2.75
Polarine or Zeroline
5 Gals. \$2.50
Get our Prices on oils in large quantities.

1 Gal. \$2
It is the best and easiest applied remover on the market. We are sure of that.
Buy Tire-New at 50c
Appearance count for much today. Why not apply some of this new "dope" to your old tires and transform them into new-appearing tires. Tire-New is a success. It has been given a thorough test.

Broadway, Eighth and Hill

Hamburger's

Broadway 1168 10063

Say, Automobilist, Do You "Ride Safely on Air-Cells"

A discovery that will be the greatest boon to the Automobile trade since the pneumatic tire was first invented, has been made, perfected and tried out. AIR is now compressed INTO YOUR TIRES IN THE FORM OF AIR-CELLS, SO THAT IT IS IMPOSSIBLE TO DEFLATE THE TIRE BY PUNCTURE, BLOW-OUT OR IRIS-CUT.

Many attempts have been made to ride on so-called SUBSTITUTES FOR AIR, but they ALL RESULT IN A SOLID TIRE of some nature, which makes PLEASURE RIDING ANYTHING BUT PLEASURE and INCREASES THE ENGINE EXPENSE, yet the automobilist, and especially the lady driver, discouraged with the frequent defects of the present FREE AIR TUBE, and having always present the fear of puncture to mar the pleasure of every ride, has been forced to take a solid tire of one kind or another, rather than risk deflation of the free air tire by every small puncture or sudden striking of an obstruction in the road.

Now comes the CAPTIVE AIR-CELL TIRE CO., who are putting into the outer casing of the automobile wheels, an INNER TIRE INFLATED WHOLLY WITH AIR, put into the tire through the regular air valve, under special compression, IN THE SHAPE OF AIR-CELLS of a uniform size, (about the largeness of a small seed), millions and millions of them in a single tire; something of nearly the same principle of the water-tight compartments in the battleships.

These AIR-CELLS GIVE A UNIFORM, CUSHION-LIKE SOFTNESS to the tire that NO OVERLOAD WILL DESTROY and NO PUNCTURE OR OTHER ACCIDENT WILL DEFLATE. For further information write for booklet, or call and see the tires at

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Captive Air-Cell Tire Co.
Phones: West 2388, Home 20045.
FOR AUTOMOBILES, MOTORCYCLES AND BICYCLES.

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Now we are trying to get the manufacturer to ship them faster so we can sell Arrow Tubes to every Auto owner. They are heavier than ordinary tubes, yet the price is less.

KLAXET
The Small Size Klaxet \$11.40

As usual, Klaxet's are the first to have new accessories. This pleasing Klaxet horn is the latest product of the factory making the world famous Klaxet Horns. It is just as sounding, just as well made and has a far more beautiful sound than the old.

6 Volt, 60 Ampere Storage Battery \$12.00

10 lb Carbide \$5c

Goodrich Plastic for Cuts in Cases 40c

Carbon Scrapers Set of Three 50c

12 Economy Blow Out Bunch \$2.00

10 lb. Bal Waste \$1.50

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Be Most Important
Machines for More 2
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The Root and Van Dervoort
Engineering Company, parent of
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East Moline, Ill., has for five
years been among the foremost
makers in the United States
facturing almost every de
and car, gasoline motor,
partly of this origin, com
now from 2000 to 3000
month.
The Moline Automobile C



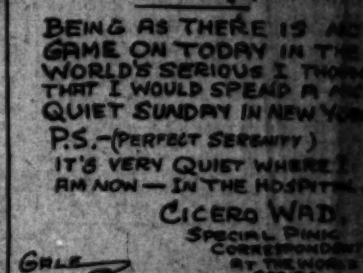
Moline Factory.
Now doing business on a large
scale with the factory at
East Moline, Ill., where
wheels are running, and below
Root, a Moline man, who thin
much of the West that he may
his home here. He is active
our Root Motor Company, one o
live concerns in this city.

was organized ten years ago by
stockholders of the original
company for the purpose of manu
facturing and selling Moline cars.
company was also the first to
can with the long stroke motor,
has ever since been drilling into
American public the many adv
ages of this type.

COVERS THIRTEEN AGRES
The factories of the Root and
Dervoort company and the Mo
Automobile Company are toget
situated on an eighteen-acre plo
ground at East Moline, Ill., of w
thirteen acres are taken up by
manufacturing departments and
service offices, while the ba
ground and outbuildings are lo
on the other five acres. The
floor space contained in the build



The Col
Buggy
COLUMBUS

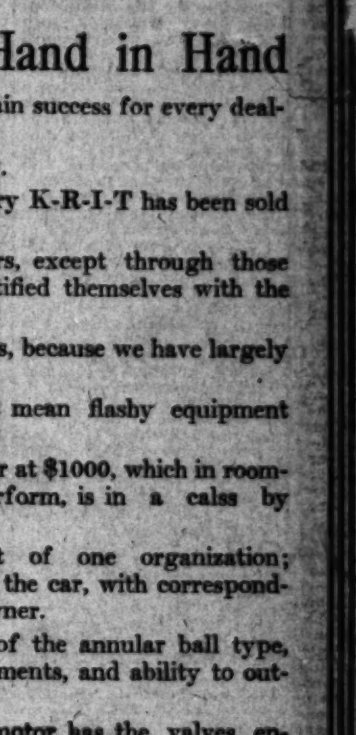


Wish paid, \$7.15. Fly of union
width of each strip, 1-15.

Marrying a Gentleman.
[Minneapolis Journal:] It is
to be a gentleman. But it isn't
quite as pleasant to be his wife. There
are a few cases that seem to prove it.
The married life of a gentleman
to have been miserable. We know
that Milton's was. Bernard Shaw's
was. The wife of the man who
burned up her furniture to further
his pottery inventions. Neither
Napoleon's two wives was happy.
The French emperor's wife was
notoriously bad husband. Henry
Navarre was a worse one. Byron
was a bad husband. The poet
by his husband, so was John
Lawrence. Stern's wife was neglected
as was Howells'. Nelson's wife was
forced to live in a garret with
a handful of instances out of his
dread.

[New York Times:] Ernest Korn
of Silver Mine, Ct., has given up smelting
and is going to be a doctor. It will
injure his health, but because of the
extraction of a tooth not long ago.

Mr. Korn had an abscessed tooth
which he had to have pulled out. A
dentist took it out. The root was of
such length, he says, that a peasant



Kitt Motor Sales Company
1225 SOUTH OLIVE STREET Los Angeles

let that it

PEERLESS CARS, WITH SELF-STARTERS GIVEN A TEST.

Cleveland Home of the Handsome Line Where Many Innovations Are Being Sprung for New Season—Tensile Strength of Steel Tested to Limit in Plant, Where Every Care Is Taken to Make Motors Perfect.

PEERLESS MERITS NAME.

THE FACTORY FEATURES. The Peerless car is built in the town of Southfield, Mich., the famous home of Cleveland. This great car is built in a plant that contains all the latest ideas known to the motor industry. The Peerless is a self-starter, and has a few more added improvements, but has lost none of its quality of identification now so familiar to the users and many admirers of the high-grade high-powered car.

the delicate instruments in the laboratory used to test the strength of steel, next claimed my attention. Well, the chemist was willing to explain, but it would take a man with an M.A., two or three B.A.'s from Harvard, Yale and Cornell, and then a B.S. from Oxford to understand all he told us about carbon, treatments, tensile tests, charcoal welding, and elasticity of one of the hardest metals ever used. Whoever heard of steel being stretched. Well, it is not only stretched, but it's snapped as easily as you would break a piece of macaroni, provided it is not up to concert pitch.

We saw some steel which had been marked 100 pounds by the men who wanted to sell it, but was marked down to half price by the Peerless

the superb six-cylinder almost leaped out from under us, and we were off once more on that wild ride. Just ahead of us was a bump that I thought would be our Waterloo. I clung on desperately, trying not to look scared and thinking of the time I rode with Harry Harrison on that record run to San Francisco. We hit the bump, but the springs did not rebound and we kept our seats on that box. Then we turned back and, oh, how glad I was to feel the earth of the Peerless yard under my feet again.

"Bar, you told that guy you rode with Barney Oldfield once," said the driver. "How'd you like my ride?" Then for the first time I realized he had been giving me a guide to show what a great star he expects to be, and from that time on I quit telling of my escapades with the speed king in Los Angeles. That ride gave me a better idea of a Peerless car than I ever had before, and my first impressions were mighty good. The Peerless could go into racing any old time and remember, it was a Peerless, the Peerless, Green Dragon, on which Barney Oldfield won a name for himself, and at the same time showed to the world what a Peerless car can do. My last view of the Peerless factory was taken in the dining-room where I enjoyed lunch with as fine a set of workmen as it was my pleasure to meet on that wonderful trip. These men work only nine hours and are as contented a bunch of non-union workmen as you could meet

STANFORD TO MEET TROJANS.

Northern Varsity Team to Play Here Saturday.

Cardinal Team Is Strongest Yet Turned Out.

Many Southerners Will Be in Line-up.

(Special Correspondence of the Times.) STANFORD UNIVERSITY, Oct. 11.—The Stanford Rugby team that is to meet U.C. at Los Angeles next Saturday is the strongest that the Cardinal university has ever turned out, in the opinion of southern experts and the followers of the English sport in the south undoubtedly will be treated to the best exhibition of Rugby that has ever been given in Los Angeles. Eighteen men, accompanied by



It's What You Get That Counts

When you buy a GRAMM you get real delivery service. That's what you want and that's what counts. Among the thousands of GRAMM owners today more than 25% of these owners have more than one truck in service. This record proves beyond any doubt that the GRAMM is a truck which is absolutely safe to buy.

Made in 1, 2, 3 and 5-ton models.

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Section of Hamburger's Automobile Supply Department.

The great department store carries a complete line of automobile accessories on the main floor, handy for busy shoppers. Vincent Loos, manager of the department, has built up a high-class trade in less than two years.

and yet the truth, more anxious to learn about the Peerless truck, and now I know that the Peerless truck is one of the best commercial cars made. The plant has arranged to build 450 Peerless trucks in 1913, and every one of them, if you like, I saw on that day, will run through 500 and water almost

The Peerless people make their own chassis and axles, and here you can see the most interesting work in the factory. You can watch the chassis in the building, and it is well worth the time you take to examine the castings. We saw some that we thought were perfect, and they were, but the wrong tag on them. They had been rejected because of a flaw that we could not find without the aid of an expert. This process of elimination of bad or even slightly defective parts marks the building of this car.

The heavy labor work of the Peerless plant is excellent. Here the mechanic takes so much care that it seems as if he were planning to make a lifetime building one car. But when his work is finally turned out, it is a beautiful and first class, and will run for years.

Of course, the first thing I wanted to do after learning all about the Peerless was to see the Peerless. It seems to be about the right kind of a proposition. The big Peerless actually driven a half-mile with the electric starting device without the aid of the motor. No more running on railroad tracks. The self-starter will take you out of harm's way.

Here, we must not start away without. This is to be an account of my visit to the Peerless factory, and we've said enough about the Peerless.

The triple system of barometers.

mechanics and engineers, who through the aid of the chemist, had refused to accept the raw material. The laboratory is complete, and here the Peerless car is started and here the fine parts in this high-grade car are made possible.

Four hundred thousand feet of floor space is rather large, but it takes all of this room to build the Peerless car. The heat-treating room is another place that proved of great interest. Then we saw where the wood is treated, and went from cellar to garret in this immense plant. After we had covered acres of space in the one building, we walked about half a mile to the testing track, and found another building almost as large.

At this testing track we saw the truck again, and here we were given the supreme test of the Peerless commercial five-tonner. The big car was driven into a sand pit. Well, to see the way that engine pulled the rig truck out of the sand was a revelation. It made good every instant on all speeds, and came through the test with the mark O.K. stamped all over the body. I would have been willing to place that mark myself on the truck, after I had seen what it was called on to perform.

Asked if I wanted to ride in a touring car during the test I, of course, was willing. To tell you the truth, this young man did not figure just what he had bargained for. The striped chassis was started, and we bumped the bumps. That wild harlequin driver seemed to have but one purpose, and that was to test every bump in that Cleveland road.

"Don't you have to watch for the cops?" I inquired rather anxiously, thinking by that means I would slow him down even a trifle.

"Nope," he said, as he jammed the throttle down as far as possible. Then

in this country. The Peerless car is built in the Peerless factory and every part of the great machine is manufactured there.

The names of the officers of the Peerless Motor Car Company are L. H. Kitteridge, president; E. H. Parkhurst, vice-president; G. H. Riddell, secretary, and F. I. Harding, treasurer.

This is an exceptionally busy year for the Peerless company and the pressure of business has been such that \$1,500,000 worth of stock which was held in the treasury has recently been sold to provide capital for extensions which are to be made during the next year or so. This is in part due to the rapid progress of the truck department. Peerless trucks are being sold rapidly and the pleasure car business is larger than last year, and larger than normal for several years past. All of this stock was taken up by present stockholders.

Native Talk With Monkeys. (New York Tribune.) That the natives of darkest Africa are able to understand and almost to speak "monkey language," is the belief of James Stewart, who has just returned from that continent with a party of survivors. Stewart explored the marches of the Upper Congo and Liberia, facing frightful perils. He found that the natives were very fond of monkey flesh and would imitate the monkey talk to attract the animals and then shoot them.

"It was on the rivers that we found the monkey tribes," he said. "All the monkeys chattered with humanlike cries of anguish, joy and wrath and all these cries were imitated by the natives. The blacks actually held conversations with the monkey, won the latter's confidence and then slaughtered them."

The Stanford team this year is made up almost entirely of men who are veterans at the game and having accidents in the Australian matches they will be in shape to give U.C. a trouncing unless the Trojans are right on edge.

Manager Burbank, and possibly Coach Presley, are to leave here next Thursday night for the south. The men who will make the trip will not be selected until the middle of next week, but it is practically certain that the team will be formed by the men who have been doing the most of the work in the games that have been played so far this season.

Among the forwards will be Al Frank, 12 of Los Angeles. "Doc" Schaupp, Jack Partridge, "Auggie" Sanborn of Redlands, Gard of Glendale and W. L. Smith, veterans of several intercollegiate games, and men who rank at the very top in the English game.

Capt. Louis Case of Los Angeles will direct the team from the half-back berth, and the other backs undoubtedly will be ex-Capt. Erb, full-back; Templeton and Noble, wing; Reeves of San Bernardino, flying end; and Harrison of Los Angeles, full-back.

There may be changes made in the personnel of the squad, that goes without saying, but from present indications the team will line up against the Trojans approximately as outlined. The men who make the southern trip each year are the players who show the best form in their respective positions in the first half of the season.

Stanford is anxious to run up a big score against U.C. in order to blot out the memory of last year's game when the Trojans held the Cardinal to a very close score.

Next Wednesday the second game of the Australian tour is to be played, so that the week will be a rather strenuous one for the Stanford team. However, all the men are in excellent physical condition and it is not likely that the heavy work will cause them to slacken their pace against the Trojans.

The Stanford team this year is made up almost entirely of men who are veterans at the game and having accidents in the Australian matches they will be in shape to give U.C. a trouncing unless the Trojans are right on edge.

The Famous Craik Chair. (Magazine of American History.) The famous Craik chair, once the property of Gen. Washington, and given by him to Dr. Craik, his family physician, is now in possession of the Mt. Vernon Association and may be seen in the mansion at Mt. Vernon on the Potomac. For several years it was a prized relic of President Andrew Jackson, and was often pointed out in his home in Nashville, Tenn. Col. Andrew Jackson came into possession of the relic and finally sold it to the Mt. Vernon Association for \$7500.

Motor Follies for 1913

SIX Passenger SIX

The Latest Production of the Oldest Manufacturer of Motor Cars in the U. S.

WINTON

The latest fad, six-passenger cars have been received by us and are now on our floor for your personal inspection and immediate delivery. The six-passenger car has taken the East by storm on account of its extreme beauty and classy appearance. Don't fail to see these cars, whether you are an immediate buyer or not. We extend to you the courtesy of our demonstration and salesroom.

For Immediate Delivery

- 1-4 Passenger, 1913, Factory Equipped.....\$3150
- 1-3 Passenger, 1913, Factory Equipped.....\$3150
- 1-6 Passenger, 1913, Factory Equipped.....\$3400

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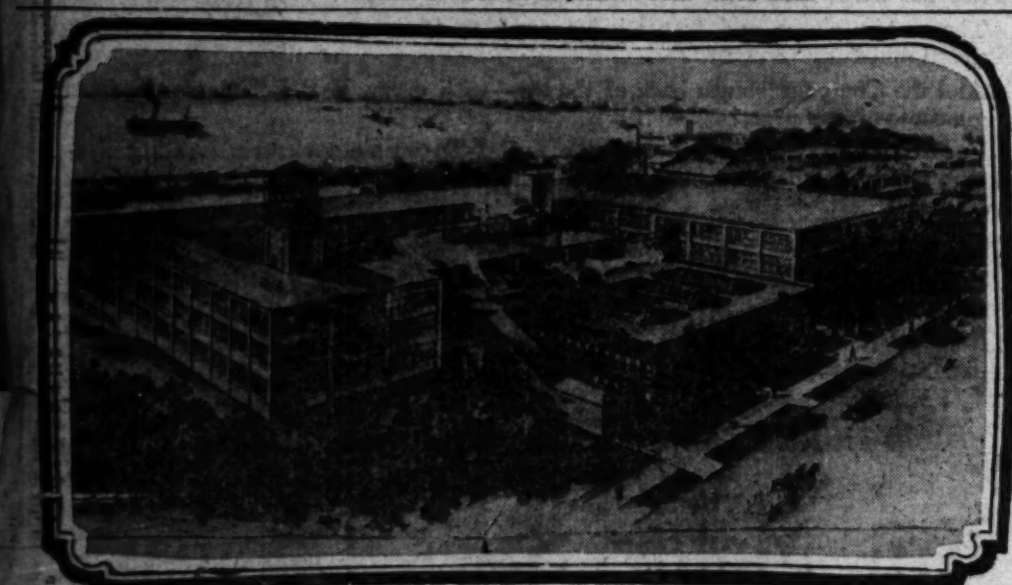
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The Home of the Thomas Flyer at Buffalo, N.Y., Another High-Power Car Factory. This group of buildings on the banks of the Hudson River was the home of E. R. Thomas and here the around-the-world Thomas car was built for the great international race which was won by the Thomas car.

HENDERSONS AND ABBOTT-DETROIT

Only Refinements Mark the Progress of Two Lines, but New Year's Offer Great Pleasure by the End of These Cars for the Nineteen

HENDERSON CARS RIGHT. HENDERSON IN MOTOR WORLD. Henderson in the automobile world is a name that is becoming more and more prominent. The Henderson Motor Car Company, of Detroit, Michigan, is a company that is growing rapidly. The Henderson Motor Car Company, of Detroit, Michigan, is a company that is growing rapidly. The Henderson Motor Car Company, of Detroit, Michigan, is a company that is growing rapidly.

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ANDERSONS AND STURDY ABBOTT-DETROITS RIGHT.

Refinements Mark the Progress Made in These Cars, but New Year's Offering Is Accepted With Great Pleasure by the Enthusiasts Who Have Chosen These Cars for the Nineteen-Thirteen Season.

DETROIT CARS RIGHT.
DETROIT IN MOTOR WORLD.
The automobile world is beginning to take notice of the progress made in the Detroit car line. The Detroit car line is the only one that has been able to keep its cars in the front rank of the industry. The Detroit car line is the only one that has been able to keep its cars in the front rank of the industry. The Detroit car line is the only one that has been able to keep its cars in the front rank of the industry.

to be true, we of the company realize that elaborate preparations must be made and carried out if we are to take hold of the place we seek, the front rank among motor truck manufacturers. We are prepared to double our present \$4,000,000 capitalization in order to insure a manufacturing plant and a sales development that will keep us in the forefront of the industry. That is the meaning of the reorganization.

BOXERS MUST BE CAREFUL.

No More Broken Contracts Will Be Passed By.

Foul Fighting and Faking Are to Be Eliminated.

Present Pugs Do Not Shape Up With Old-Timers.

(By Federal Wireless Line to The Times.)
NEW YORK BUREAU OF THE TIMES, Oct. 12.—[Special Dispatch.] One commendable thing about the New York Boxing Commission is the prompt manner in which it deals with fighting men who fail to live up to their agreements. Some day the men who do business in fighting in New York will learn that when they sign a contract to fight here they must fight, fight fair and do their best.

as clever and had a punch that would have made the best of the champion could do for him. He was a real fighter, when he was champion could, I believe, have whipped every aspirant while hope in the game within the space of a week, and would not have been breathing hard when he finished.

Then compare Sharkey, Chormak, Peter Maher, with Jim Flynn, Carl Morris, Al Kaufman, Jess Willard, Tony Ross, Jim Kennedy, Jim Stewart, Jim Barry and the others. Why, there's no comparison.

AMERICAN GEMS.
Some Diamonds Produced and a Valuable Emerald Mine Found in North Carolina.

(New York Tribune.) The mind usually associates gems in their natural state, with some remote and oriental land, and a diamond mine in Arkansas doesn't seem to fit. As a matter of fact, several precious stones are found in the United States, though the former, with the exception of sapphires, have not been found in large quantities.

Last year, American mines yielded \$2100 worth of diamonds, \$1500 worth of emeralds, \$15,113 worth of sapphires, and \$44,751 worth of turquoise. The total output of precious stones was valued at \$145,652, a considerable increase over the year preceding. An important feature of the gem-mining industry was the result of prospecting at an emerald mine in North Carolina. The quality of some of the gems and the value of the gem material found in this deposit with a small amount of development work are promising, for the output included gems valued at \$100 to \$200 per carat, and equal in quality to the average run of emeralds from South America.

Much interest has lately been aroused in the mines found in Montana, some of which are remarkable for their resemblance to land-scapes. By taking advantage of the arrangement of the dark veins and dendritic patches, wonderful and beautiful patterns may be obtained, representing ferns, trees, bushes, and even landscapes with water and islands. The cut gems consist of stones suitable for use in brooches, stickpins, watch fobs, belt buckles, etc. The gems cut from the Montana mountains of mocha stone command good prices, ranging from \$1 to \$200 each. Most of the American diamonds come from Arkansas and California, though there have been recent accounts of the discovery of the gem in Texas and Illinois. The most important diamond find of the year was one of eight and one-eighth carat red, white diamonds in Arkansas. The largest emerald so far discovered in North Carolina measured about one inch by three-fourths inch by one-half inch, and was the half of a crystal split parallel with the length. This piece was cut into twenty-four facets, the largest weighing about three carats. This stone is of an exceptionally deep green color and particularly beautiful in light.

MONEY FOR WEDDING GIFTS.
It Has Received the Approval of Royalty and May Now Be Considered as Good Form.

(Philadelphia Inquirer.) The wedding present of money has received the stamp of approval, and hereafter it will be perfectly proper for anyone desiring to get rid of the burden of buying a wedding present to send a check. A few years ago no one would have thought of giving a sum of money to a bride, but its convenience and practicality were at once manifest, and it was permitted when coming from a near relative. But it was not until a couple of years ago that it received the necessary hallmark of royal approval to make it generally acceptable to society.

The approval came from no less a personage than Queen Alexandra, who sent to a friend a check for \$100. Her Majesty probably did it because the war in deep mourning, and could not do any personal shopping, and so, to avoid sending a gift that might be duplicated, she forwarded a check. Since then brides and bridegrooms have had reason to rejoice, and at every big wedding nowadays the item "check" figures very frequently in lists of wedding presents.

A PECULIAR AILMENT.
A Woman's Bones Become So Brittle They Break While She Is Keeping Perfectly Still.

(St. Louis Globe Democrat.) Nearly every bone in the body of Mrs. C. W. Norris was fractured before death ended her sufferings at the Deaconess Hospital, at Sarah street and West Belle place.

Many of the bones were broken before Mrs. Norris even suspected it, and her physician, who was treating her constantly for many months, thought her ailment was rheumatism and acted accordingly.

Mrs. Norris was the widow of a St. Louis policeman, and during the last years of her life she resided in Chester, Ill., where one of her eleven children lived. She was 64 years old, and always had been in excellent health until her final illness.

At that time she weighed more than 200 pounds. When death came she weighed scarcely half of that. For some reason that was unaccountable to her and her Chester physician, Mrs. Norris began a gradual decline.

Dr. Seibert at once diagnosed her case as that of bones turning to lime. He made an examination for the cause and discovered that there was a cancer of the suprarenal capsule which had attacked the kidney. The flesh wasted away and the bones turned to lime.

Dr. Seibert says the bones of the fingers all were broken, as were many others. No pain attached to the fracturing, and the patient was unaware when it occurred. It became so that when she made the slightest movement a bone would snap. The time had passed when a successful operation for cancer was possible, and Dr. Seibert realized from the first that her case was hopeless.

Eggshells Prolong Life.
[Washington Star.] Eggs are most useful articles. Some German scientists are proclaiming that an eggshell diet breeds centenarians. In a shell diet, the egg is covered with a new-laid egg forming an excellent fertilizer for human skin. When a patient comes to him with a bad wound, he washes it with water and then layers of egg membrane, and bandages it up. In four or five days the wound is healed and a fresh patch of skin has grown.

Another Frenchman—a chemist—does his chickens with quinine and other drugs in frequent demand, and sells their eggs at prices ranging from 10 to 20 francs. These are sold to people who object to taking their medicine neat, and are assured by the enterprising chemist that the



EVEREADY SELF-STARTER

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SPECIAL THIS WEEK

28x3\$ 8.00	34x4\$19.00
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WHEN ANYBODY SAYS "PIPES" REMEMBER THE BIG PIPE STORE

Headquarters for Pipe and Pipe Repairing. SPECIAL SALES EVERY WEEK. This week we offer straight and bent Mueselman, in cases, with Amber mouthpieces, W. E. BAILY. Values up to \$25.00. EST. 24 YEARS. 110 NORTH SPRING ST.

doctored eggs will do them all the good they require.

Giving Them Their Due.
[Pittsburgh Chronicle-Telegraph.] One of the New York representatives in Congress tells of a social function in an assembly district political club on the east side where the chairman of the entertainment committee acted as master of ceremonies.

The chairman was very busy introducing the newly-arrived members of the club to the guests who included a number of municipal officers. The representative mentioned was presented in a way to halve his official honors with his wife, as "the Hon. and Mrs. Congressman Blank." Next came a couple who were not known to the master of ceremonies, but after receiving the correct name in a whisper, he announced:

"Mr. and Mrs. Inspector of Hygiene, Faucets and Shop Works Cases."

Sick Insurance for Workmen.
[Chicago Tribune.] Norway has a sick insurance law which embraces all wage earners and public servants over 15 years of age whose yearly earnings do not exceed \$150. If in the rural districts or \$175 in the cities. The law also provides that the employer shall pay a certain percentage (one-sixth) of the premium while he is not responsible for the whole, but may deduct from the wages of the insured at the end of the term for which the premium is paid the amount thus advanced.

Theoretically it is self-insurance on the contributory plan, while actually it amounts to an extra tax upon the employer, as most employers stipulate when engaging their services that the insurance premium shall be paid in addition to the wages.



A Corner of Bullock's Busy Automobile Accessory Department.

the 1913 Lion cars than ever before. This means that the cars this year are to have all the added refinements of the new season. And though a limited number will be sent to the West, it will be the dealer who is fortunate enough to get in his early order who can count on deliveries in time to meet the demand.

This demand is such that plans have been made to rebuild the Lion factory on a much larger scale. All of the latest machinery will be used. An additional force of men will be employed who will work with the expert engineers, who were at the helm before, and with these men in command the new 1913 Lion will be one of the handsomest cars the factory has ever turned out.

MAKERS OF KELLY TRUCK PLAN BIG BUSINESS POLICY.

Appreciating that the motor truck manufacturing industry will soon be rated with steel manufacture and other leading industries of the world the Kelly Motor Truck Company of Springfield, O., has just effected a reorganization whereby the operating capital of the company has been increased from \$500,000 to \$4,000,000.

Charles B. Shanks of this city, who, a few months ago, established a western department for the Kelly company, and who has occupied the position of western manager, will be prominently identified with the operations of the newly reorganized company. He has been selected as general sales manager and will within two or three weeks remove from San Francisco and locate at the factory. Shanks returned a few days ago from an extended conference at the Springfield headquarters, but the fact of his promotion did not become known until yesterday.

The recognition of Shanks by the Kelly company comes as no surprise to his host of friends in the West who have every confidence in his ability to win success in the field of increased responsibilities.

It is the opinion of E. S. Kelly, president of the Kelly Motor Truck Company, that within the next fifteen years the amount of money invested in motor truck equipment in this country will exceed the total amount at present represented by the rolling stock of all the railroads in the United States.

"That may seem a rather strong statement, to one who is not familiar with the giant strides of the motor truck industry, both in this country and abroad during the past two years," commented Shanks. "Mr. Kelly, however, has studied the development of the motor truck industry with the utmost care and has no doubt as to what the future holds for the car of commerce and the industry in general. When one realizes what has actually been done and what is being accomplished, and is brought into personal touch with the tendencies of the times, Mr. Kelly's prediction ceases to astonish and becomes a matter-of-fact business forecast, based on sound reasoning and accurate information. If anything, his prophecy would appear too modest to one who has studied and knows. Believing, or rather, knowing this

ager, Mther has been Shanks's assistant since the establishment of the western department headquarters a few months ago.

The first of the new model Kelly trucks will be in San Francisco shortly, being on route from the factory at Springfield, Ohio. The shipment consists of the one and one-half-ton and three and one-half-ton chassis.

ANTISEPTICS AND ANTIOXIGENS.

Have Reduced the Death Rate From Fractures and Operations to a Very Small Per Cent.

[Popular Mechanics Magazine.] Although a communicability of many diseases has been recognized from earliest history, it was not until about 1860 that Pasteur in his garret laboratory proved the dependence of fermentation, putrefaction and decay on the presence of minute organisms. Up to this time, as Voltaire remarked, "a pin-prick was death for death." Almost all surgical wounds suppurated, and the suppurated, which no one could explain or prevent, was so often fatal that a conscientious surgeon advised his pupils to think ten times before undertaking an apparently necessary operation.

Lately, pondering over Pasteur's discovery, conceived the idea that if microbes could be killed or excluded from the field of operation, the mortality and suffering from surgery might be reduced. Whereas the death rate in compound fracture was two out of three before the days of antiseptics, today it is less than one in fifty; and, whereas in the old days operation was followed, as a rule, by rotting sores, lockjaw, gangrene and by death in an appalling proportion of cases, today with antiseptics the surgeon may open almost any cavity of the body, and the wounds will heal in almost every case without a drop of pus. Hospital gangrene, erysipelas and blood poisoning, once the scourge of hospitals and army camps, are almost unknown after operation.

The Kiss, Official and Otherwise.

[London Chronicle.] Kissing is now regarded and published as a crime—when perpetrated in public on a swing railway platform. I don't think I ever welcomed a summary law so joyously. There must be many who hate the public and ceremonial kiss. I have been suddenly kissed by the foreign fellow-student to seal the compact of friendship, just as George the King has rubbed a beard against foreign potentates. But the kiss, which has only one name in English, though it had at least three in Latin, should be confined to its proper use. Personally I have always—like many others—shuddered at the time when he was kissed with his hands and his chest measurement was inches bigger than his waistline produce greater fighting men than the immediate present.

It does seem to me, however, that the big men of a fighting generation are retired beyond compare the superior of the present generation from Jackson down. Corbett was a cleverer man than Johnson. Fitzsimmons was

Classy Machine

CASE CAR PRODUCT OF FAMOUS BIG FACTORY.

Largest Plant Where Fine Machinery Is Made Turns Out This High-Class Machine—Iron, Aluminum and Bronze Castings Are Turned Out—Wealth of Small Tools.

MAJORITY AUTO PLANT.
MAKING THE CASE CAR.
The Case car is built in one of the largest factories in the world. Mild steel is used for the largest automobile body, but the largest plant in the world where machinery is made. The Case car is built in the J. I. Case Tractor and Machine Company's factory at Racine, Wis. It is a factory, and that's about enough said when you are speaking of the size of this immense plant. It is composed of the most modern detail, and the car that is turned out is marketed on such a small margin of profit that it astounds the mechanician.

REFLECTS WITH SURPRISE.
There is room enough to build twice as many Case cars as will be turned out this year, but cars will be taken with every part and rush orders will reach that stage. J. O. Cowling is more concerned with the business of turning out cars that are mechanically perfect than with manufacturing automobiles by thousands. He makes a forty-horse-power automobile that has every detail of power advertised. He makes a machine that will cross the continent and then some.

There is not a more interesting factory in the world than the plant where the Case car is turned out. To see this car right you must see it with the help of Mr. Cowling's eyes, just as I did. This man, who by the way, plans some day to live in Los Angeles, is a designer and a builder of cars that meet with instant favor and which are built to last a lifetime. We will not use trite sayings or advertisers' phrases. This is to be a description of a trip through the Case factory.

Well, to begin, Big Babe Meigs is the man who helps you to reach the plant. "Babe" was in Chicago when I reached there, and of course had a "Case forty" ready. The drive from Chicago, up the lake shore to Racine is not over good roads but the way that Case hit the road was a revelation. It gave you a desire to see just how that same Case car is built. Well, we found out and through the courtesy of the man who knows every bolt in the car we were piloted through the factory.

Quantities of steel piled carefully in some idea of where the Case car comes from, and each piece of steel was "Case-hardened." The wealth of material gave us an idea of what it means to turn out the finished product. Last year 1200 cars were turned out. This year the number will be 2000. This year the plant is nearly twice as large and preparations are already under way to enlarge the present factory.

Iron, bronze and aluminum castings were being turned out in the factory, though we reached the plant at a time between seasons when there was a lull, or to be more explicit, when the men were taking a few days for breathing space in preparation for one of the most active seasons in the history of the concern.

That tool room was a wonder. If there is any machine that is necessary to the building of a motor car, you will find it at the Case plant. In this tool room we found the men who with the tools lay out the dies that are used to build the parts of the Case cars. There is a jig for the upper crank case for instance, which makes it possible to turn out that part of the car without a mechanical fault. With 110,000 worth of small tools to work with, it is easy to see why each part of the Case car is made interchangeable. It is also easy to see why the output is to be finally thirty cars a day, built by the latest methods and with every care that it is possible to give in the making, applied to the building of Case cars. The grinding of the valves was simple, but the boring of the cylinders was intricate, just exact. When that Case motor, built in the Case plant is turned out, it is easy to see why it was possible for Big Babe Meigs to hit road, almost hub deep and keep the Case chugging through the soft stuff at a good speed.

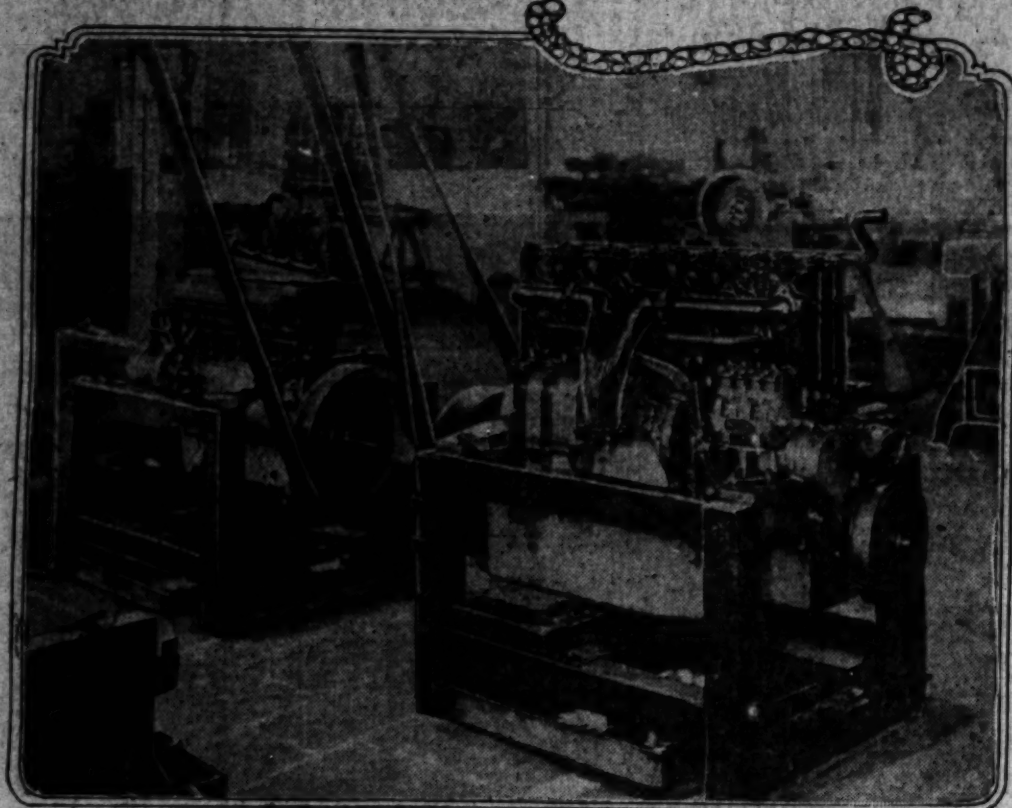
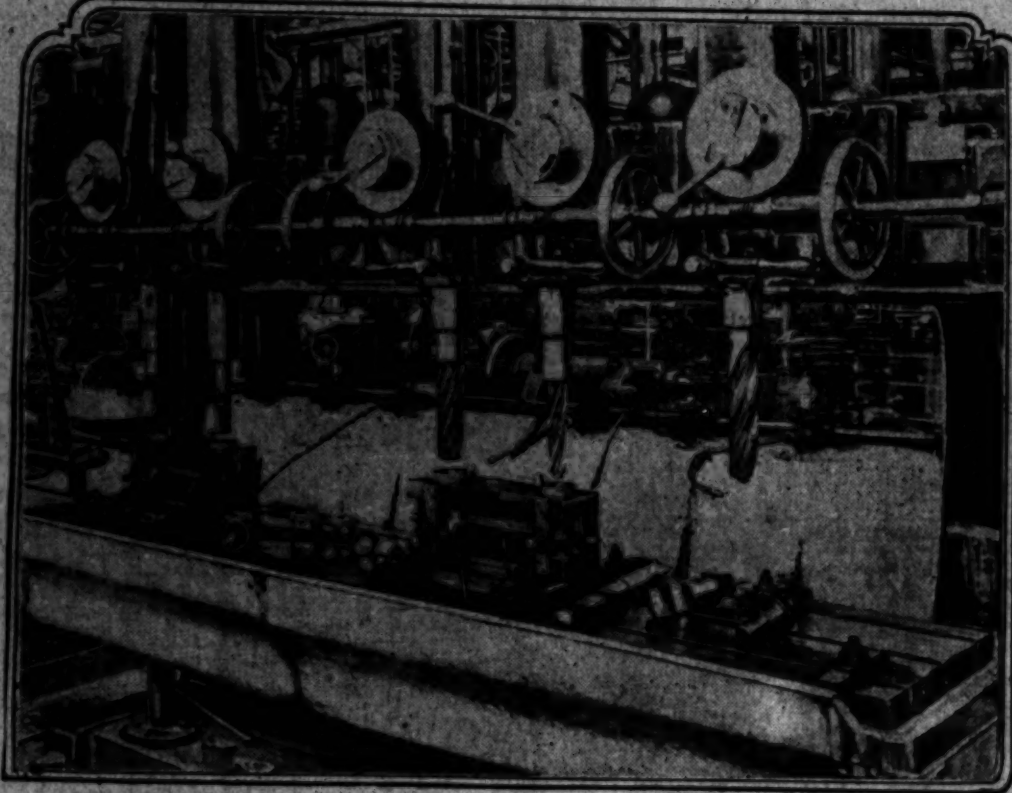
Now comes the testing of that motor, and here Mr. Cowling went into action. Ten hours on the "lapping" stand, then four hours by belt, before anything is done to give it a severe test. Then comes the worst of all—the road test. When the Case car is through with that it is ready even for Harvey Herrick in a desert race to Phoenix.

But we continued on with Deshaire Cowling opening the mysteries of the great plant, until it all seemed simple. We saw the crank case complete. We studied that splendid oiling system and could easily understand by the Case car can run so long without having to put oil into the bearings. We saw the cam shaft turned out in such splendid shape, and then we saw the jig for the frame. We saw all the parts that are heat-treated, and the more we saw the more we thought of the Case car.

Just as a side remark we were taken to the shipping department and saw case after case of Case goods going to South America. Great quantities at the twenty-one cents of var-

ties of machinery, and of course once in a while a Case car, going out to the islands of the sea. This shipping department is a marvel of precision, and the crates that are built are put together with the same style of workmanship as that given to the steel and iron.

VISIT THE RACERS.
Then we saw the top and body department. How much care is taken there can best be explained when you



Where the Wheels Are Moving in the New Flanders "Six" Plant.

Two of the busy corners where the engineers of the new Flanders Motor Car Company are putting in their best time and thought to make the Flanders "Six," which promises to be the low-priced sensation of the nineteenth season. Below is one of the Flanders electric, a product of the big concern.

nish given to the body. The Mohair top is waterproof. The upholstery is so inviting that you are ready to rest on one of those deep seats which are so soon to be given place in a Case car.

Just to rest us from the ordinary "X-ray" taken to a smaller plant, where the Case racers are built. Here we found the Juggernauts that have made 100 miles an hour, and others are being built and tested. That test is enough to frighten the ordinary man, but the cars come through those tests and then are ready for a crack at the world records.

At the Case plant we met some great men. At the Case plant we found a great car, and after our tour of inspection, which ended at the inspection department, we realized why the Case car will give such a good account of itself so far away from the

Case factory. It is handled right in the making, and it is hard to unmake so good a piece of mechanism.

The officials of the Case Company are: F. K. Bull, president; Frederick Robinson, vice-president; Richard T. Robinson, secretary, and F. Lee Norton, treasurer.

The number of cars put out last season was in round numbers 1200 the output for this coming year will probably be 2000.

His Peculiar Conscience.

[Cleveland Plain Dealer:] "Oh, yes, he's a very fair salesman."

"Why, I'm told he can be bribed."

"Of course. But he has some conscience about it."

"How is that?"

"Why, you can buy him to support a measure, but he won't stay bought."

NEW ABBOTT DETROIT

(Continued from Seventeenth Page.)

lighted at night with an electric light. The buttons, switches and various dash appliances are also of exquisite design. Nothing in the way of adjustable robe and foot rails, pockets, combination drawers, mats, etc., has been overlooked. A handy clock set is combined with the speedometer, the windshield is of a new rain vision and ventilating type, and the Jiffy storm curtains can be used in converting the open car into closed vehicles within a few moments' time.

The rear axle is of the full floating type and the drive is taken directly by the radius rods, thus permitting the rear springs to be shocked at both ends, which insures easiest riding qualities. The multiple dry disc clutch

consists of seventeen plates, each alternate one being faced with Raybestos, and render a high degree of serviceability and efficiency. The transmission is of the selective type with three speeds forward and reverse. The springs are semi-elliptic in front and three-quarter elliptic in rear and of the best oil-tempered steel. The control is on the inside and all cars are equipped with oversize Goodyear No-Rim-Cut tires mounted on Booth demountable rims. Spicer universal joints and Timken roller and shafter ball bearings are used throughout. The brake bands are of unusual size and all spring bolts are fitted with integral grease cups. These and many other features contribute in making the Abbott-Detroit one of the foremost lines of cars found on the market.

Secured a Vacation.
[New York Tribune:] A bright Irish girl who does general housework in a small family on the upper West Side began a week's vacation yesterday, which she secured by placing on the breakfast table next to her employer an account of the suicide of Herman J. Kuster, who gave his reason for the act that he had repeatedly asked in vain for a few days' vacation, and that he "might as well be dead as chained to work so that I can't get any rest." On the printed slip the girl had pinned a paper with the words: "There are others."

A Helpful Dog.
[Baltimore American:] Charles Klein, a farmer of Edwardsville, Ill., owns a dog that does the family washing and churning butter three times a week by means of motive power furnished through a treadmill especially constructed so that the dog can be harnessed to it. Through his ingenuity Mr. Klein has so balanced the machine that the dog cannot walk in it until it is loaded and connected up.

Pullman Comfort On the Open Road

The Packard has a distinct appeal to those who choose the finer things of life—at home or on tour—those who appreciate the greater luxury, elegance, safety and service embodied in a vehicle of the highest type.

The new "38" six-cylinder Packard, while smaller in size and hence rated at lower horsepower, is big with the characteristics that sustain the prestige of the Packard "48"—fast set-back, hill-climbing ability and constant efficiency.

The new model has distinguishing features of its own. It has the convenient left drive and control; electric self-starter; starting, lighting and carburetor controls on steering column.

A heavy advance sale already has been booked for the "38." Immediate action is the best assurance of an early delivery.

Touring Car or Phaeton
\$4300 f. o. b. Los Angeles

California Motor Company
EARLE C. ANTHONY
10th and Hope

Packard

DENVER "U" AND TIGERS CLASH.

Rocky Mountain Veterans Have Strong Team.

Oxy 'Varsity a Great Football Machine.

Resulting Battle Expected to Make History.

BY OWEN B. BIRD.

It has been said many times that the football season of 1912 would be the banner year in the history of intercollegiate sport in Southern California, but to repeat only lends strength to the assertion. We will see three intercollegiate games besides the two battles royal on Bonard field, when the local university meets Stanford and Berkeley.

The Pomona Occidental games are interesting this season for it will be the first time that the South will have a chance to see how the local gridiron talent stacks up with the youth of other parts.

The first big game of American football will be played October 14, between Occidental and the University of Denver, on the T.M.C.A. field. In tackling the husky bunch, from the wilds of the Rock Mountains, the Tigers are taking a large mouthful. The Denver "U" team has the reputation of being one of the speediest aggregations of football players in the West. Last year several members were mentioned in the all-western selection and this year, the squad is made up of veterans in almost every case.

The institution is much larger than Occidental, but I doubt if the team will have much of a percentage on the Tiger eleven in the class column. Coach Pipal, after a year's hard luck, has at last got a combination of speed and strength which should stack up favorably with any of the teams in the Middle West.

THE TIGER VETERANS.

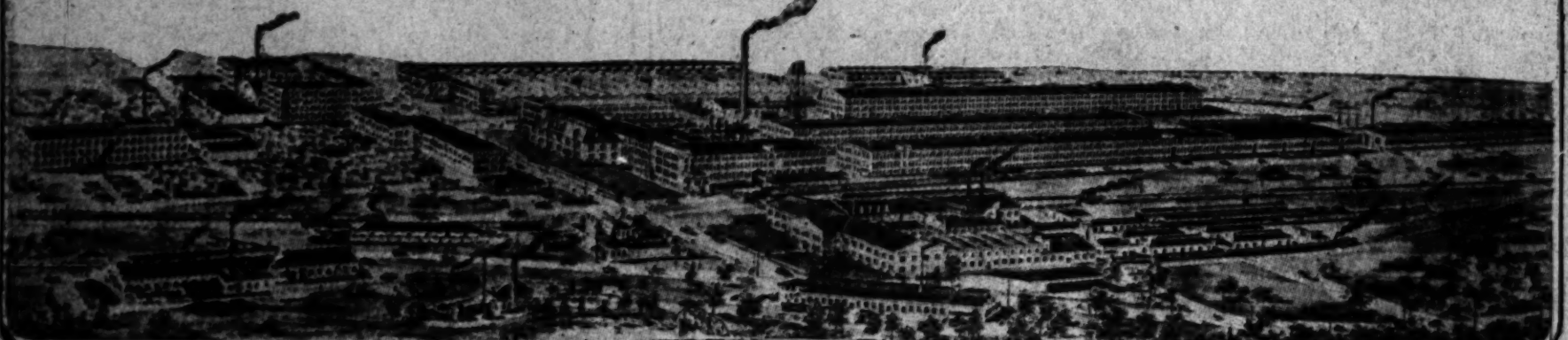
In the first place, he has a bunch of varsity veterans to form the backbone of the machine and all his recruits, drawn from the freshman ranks, are High School stars. High School stars are not always the best medicine for a football team, but the Tiger youngsters appear to have the right spirit, being all for the team and nothing for individual glory. Coach Stanton of Pomona, says that he would rather take green material and develop his own stars. He has

made good along these lines and it looks as though again going to ring the bell, but it is pretty sure to be ready for full competition. However, this is a man to his own credit. Further said has been he voted for Andrew, the life of the sporting world, difference of what he has what makes him a man to his own credit. They tell me that he depends on speed and ground eating ability. In fact, in the past, he has pitted against heavy men. Nothing could be to the Occidental's credit.

In the first place, the stony wall on which the football players and the fence is an last in the pling forward momentum only weak and the will be the end. The wealth of material, and is not worked up in the place for the team. There are yet few men in game and this is a by that time.

THE STORMING.
The strong man, line are Capt. Bob Smith at Stanford, Stelfert at Pomona, center. This bunch is at an average weight of net, and there is an extra dash on one of the is playing back in a long career, as a is proving to be the season at the Pomona big holes for the on and on the defense, smearing players at the other end, from Pomona. The first part of the taken out of the he is playing town on fire.

The guards and old veterans, and they are both good and on the line. The stars are the kind that stands on the line. Paul Lankford, a fine freshman, is a ideal of football to be of the the West. The end, Kirkpatrick, has been that pull the finished man of the best man of the forward pass. He has everything that the the team and he is needed.



Buick Factory, Where Forty-five Thousand Cars Will Be Built This Year. The home of the low-priced motor car at Flint, Mich., one of the largest of the many large plants of motordom.

Our Boys and Girls.
PROFUSELY ILLUSTRATED.

LAST YEAR.



HIST! HERE
PROFESSOR
MAN. WE
IT FOR DA



WELL, I'M A GOOD L
WRITIST, TOO. A MA
WHAT CAN INVENTI
PERCY CAN OUTBRA
PIN-HEADED CROOK



Our Boys and Girls.
PROFUSELY ILLUSTRATED.

The Color Sheet—Juvenile Section.

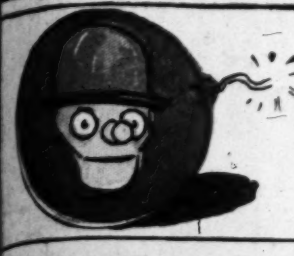
Los Angeles Sunday Times

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XIXTH YEAR.

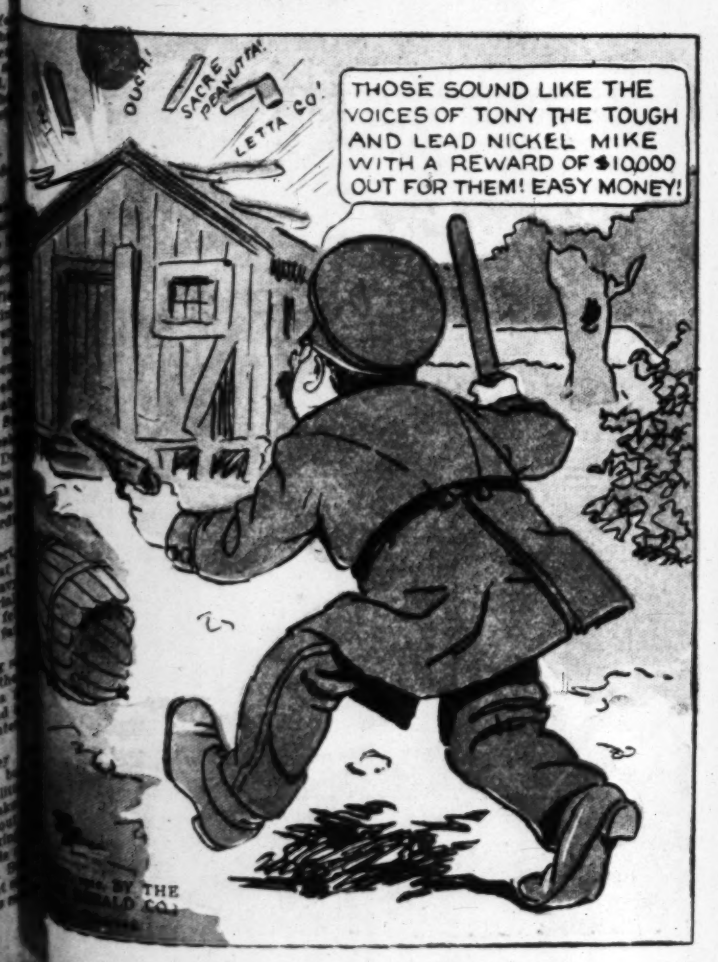
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PERCY

BRAINS HE HAS NIX



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PERCY

THE PIN-HEADED



MIST! HERE IS JA HOUSE OF DA PROFESSOR WHO HAS DA MECHANICAL MAN. WE WILL KEEDNAP IT UN HOL' IT FOR DA BIGGA RANSOM!

ZAT WAS A CINCH! SAY, DEESA JOB MEAN SOME LIVELY TIME FOR YOU AN ME, HEY TONY?

"DERE PROFESSOR. EF YOU DONT GEEVE US FIFE TONSAND DOLLA YOU WONT SEE PERCY SOME MORE. PUT DA MONEE IN DA HOLLA TREE NEAR DA DAM, BLACK HAND PERCY IS CHILDMAPPED! OH! OH! \$5000! OH, OH! POOR PERCY! OH! OH!"

WELL, I'M A GOOD LETTER WRITIST, TOO. A MAN WHAT CAN INVENTION PERCY CAN OUTBRAIN PIN-HEADED CROOKS!

"DEAR BLACKHANDS!— WHY DO YOU ASK ME FOR \$5000 WHEN YOUVE GOT PERCY? AINT YOU NEVER SEEN A CASH REGISTER? JUST PRESS A FEW BUTTONS UND YOU WILL GET YOUR MONEY'S WORTH."

OH, HE IS A BANCA! WE ARE DA FOOLA ZAT WE DONT DO DIS AFORE! Z-Z-Z!

THOSE SOUND LIKE THE VOICES OF TONY THE TOUGH AND LEAD NICKEL MIKE WITH A REWARD OF \$10000 OUT FOR THEM! EASY MONEY!

SHADES OF SHEEPSHEAD BAY, WHOT IS THOT!

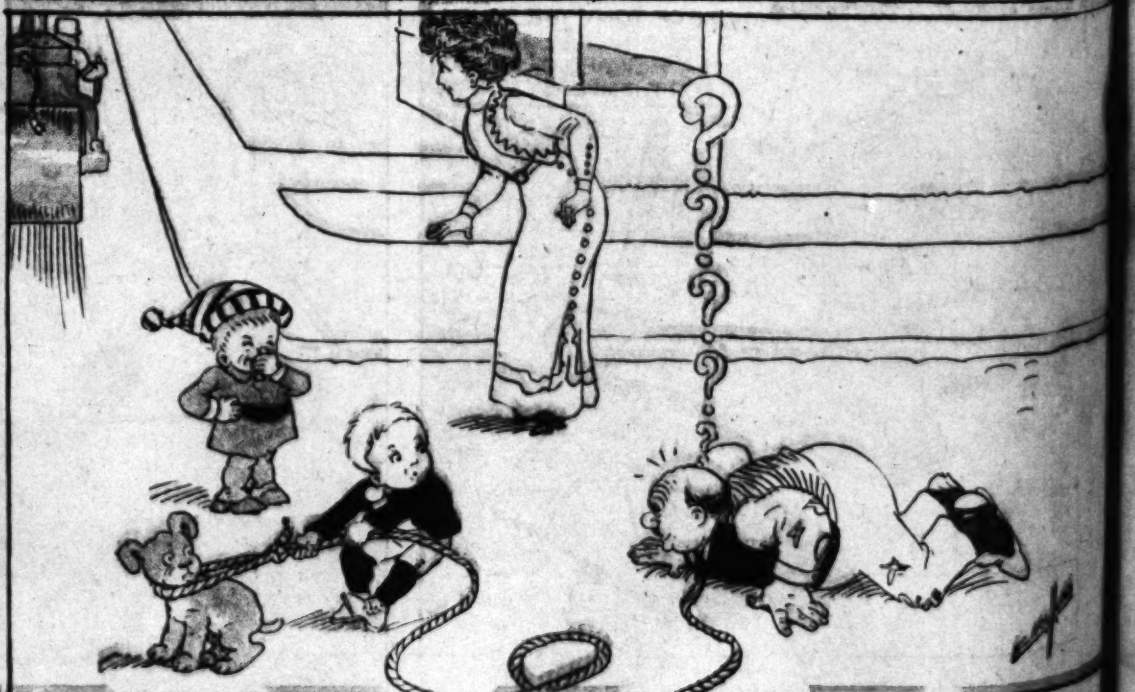
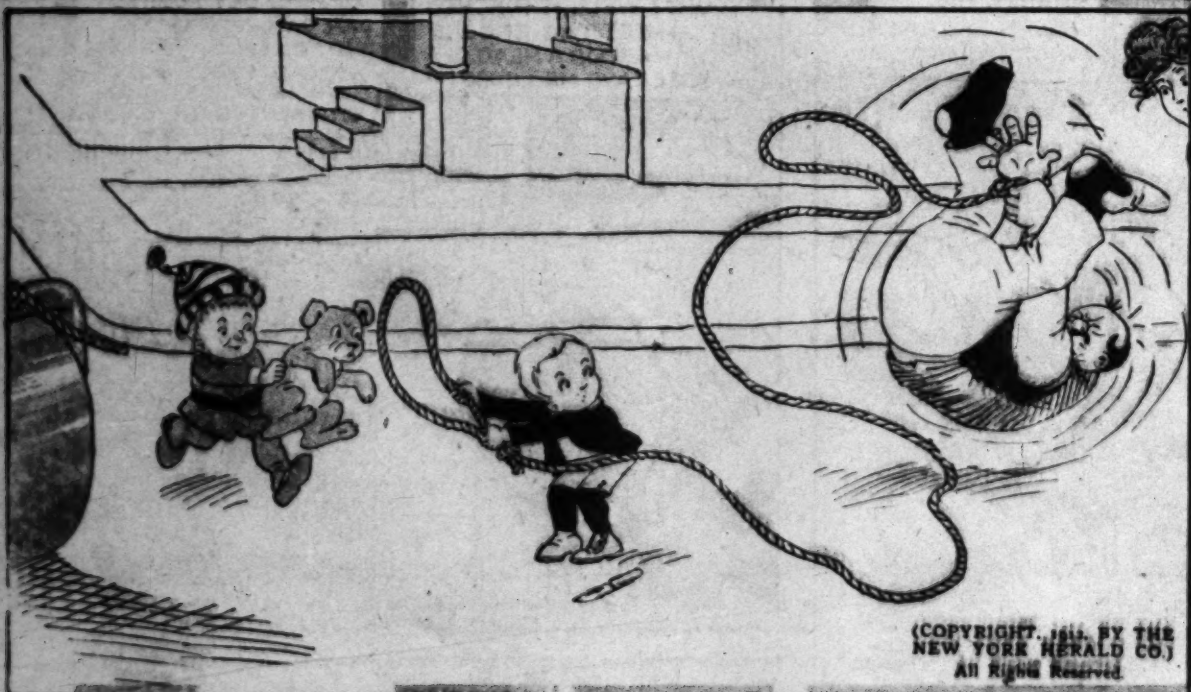
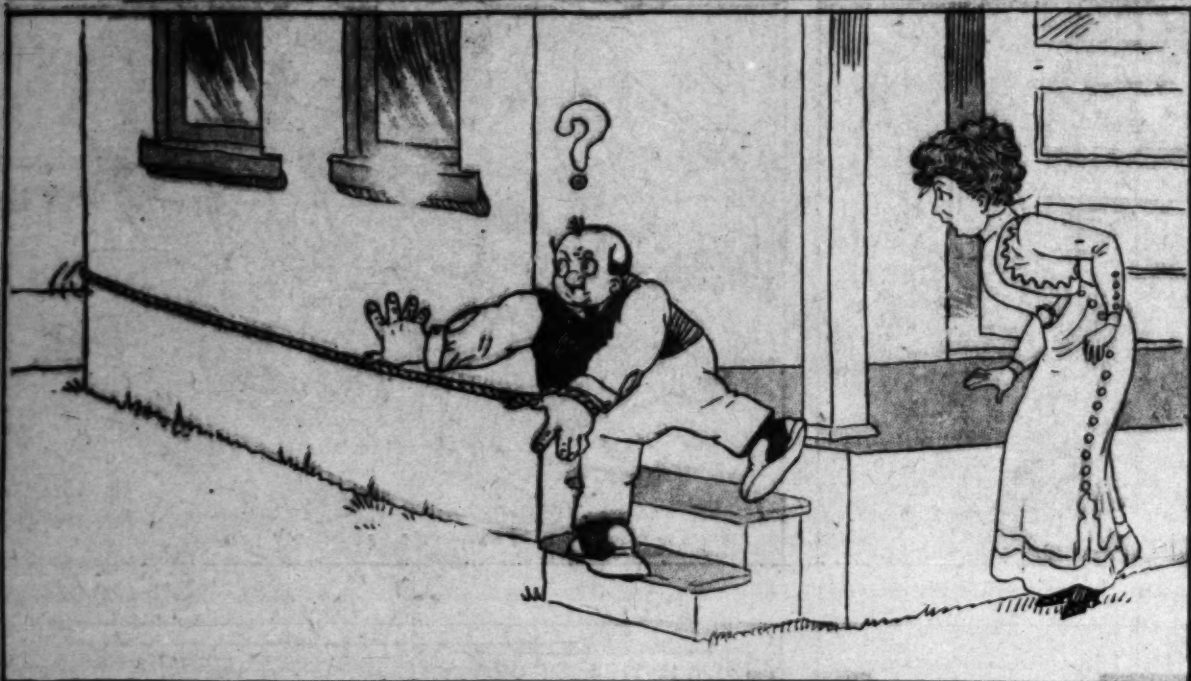
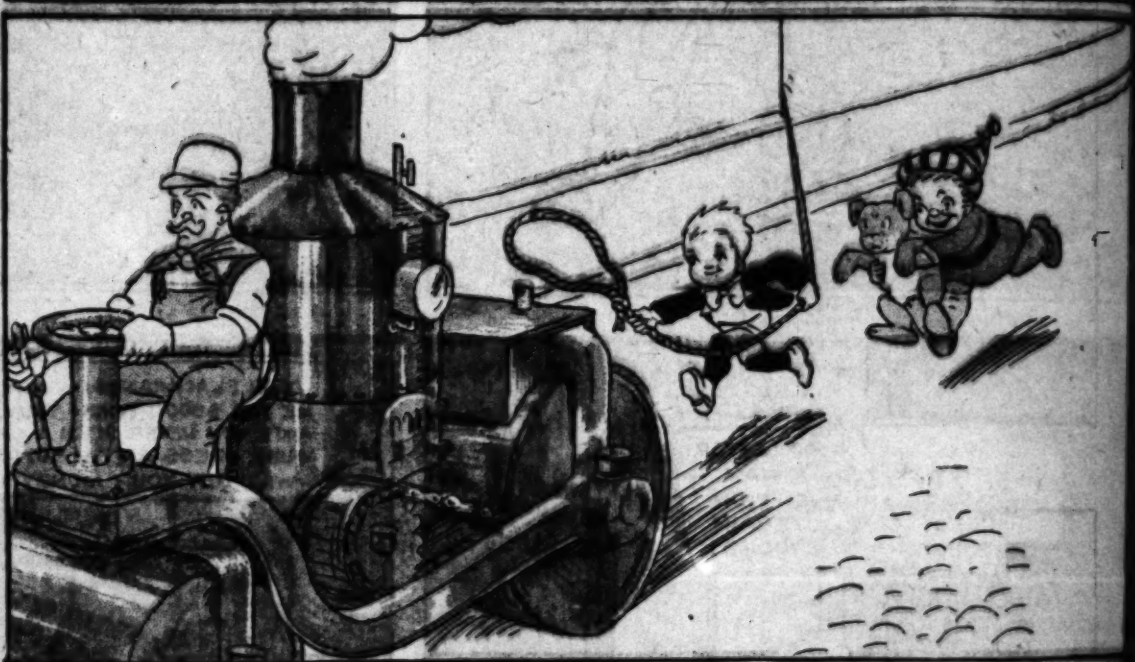
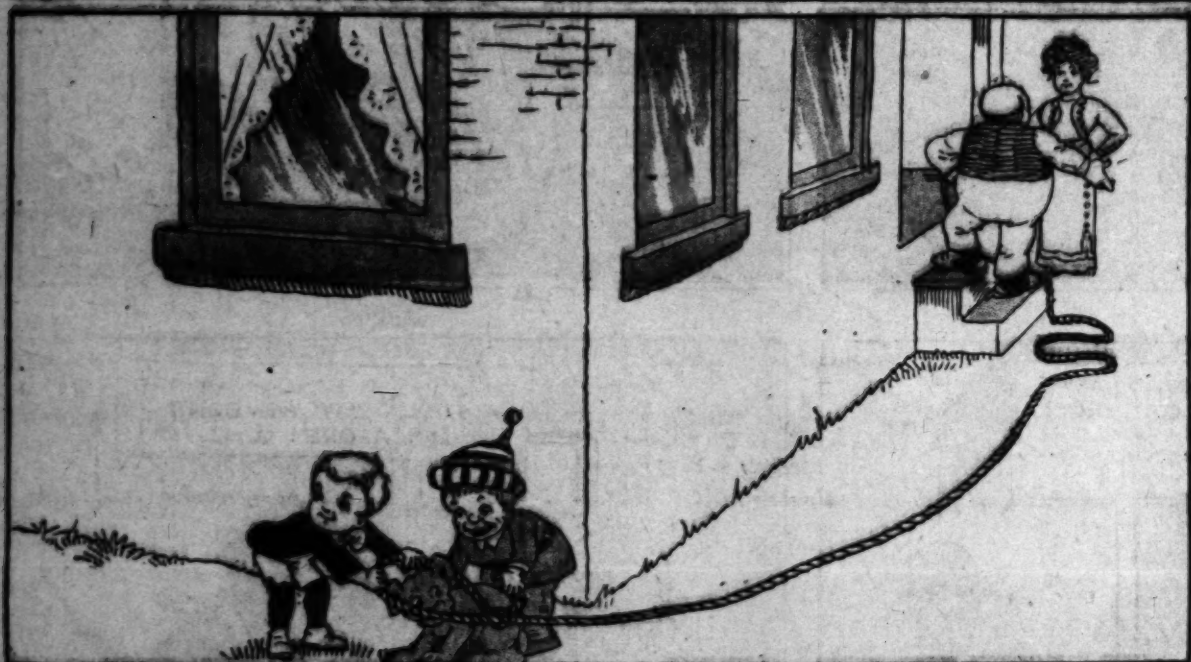
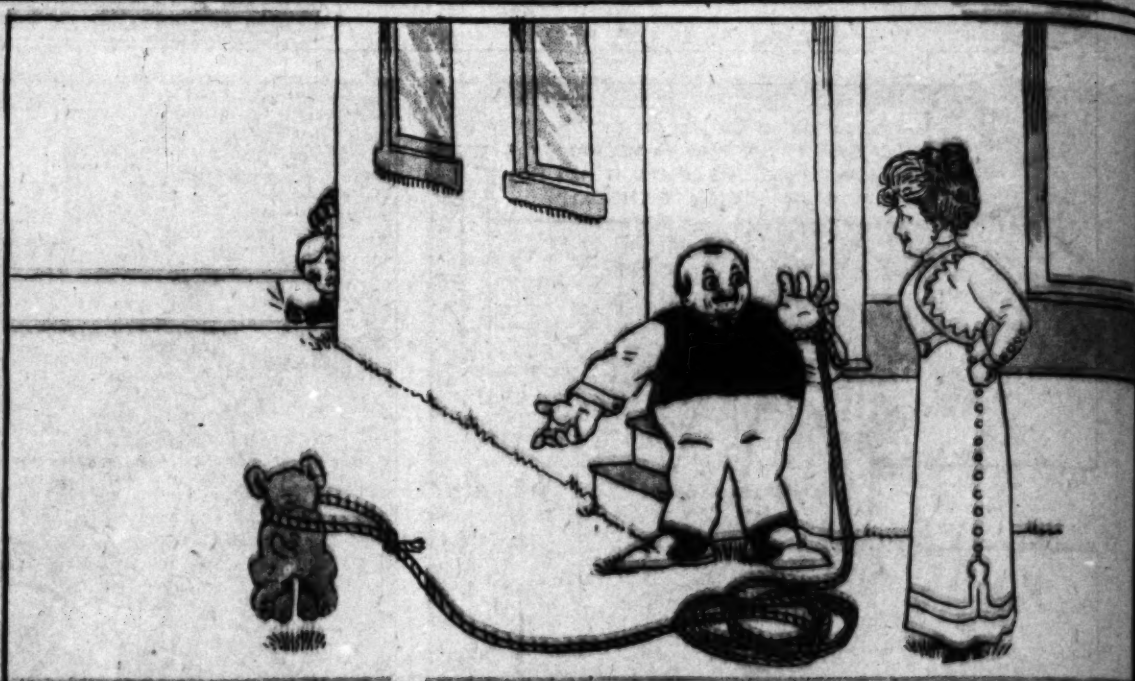
HEY, IS THIS IMP OF SIN YOURS? WELL, IT PINCHED ME AN LET TWO CROOKS WORTH \$5000 A HEAD GIT AWAY! LEAVE ME LOOSE! :~:

OH, UND DEY PUSHED DER CATCHER BUTTON UND YOU CAUGHT DER COP INSTEAD! PERCY, BELIEVE ME, HONEST UND TRULY, BRAINS YOU HAVE NIX!

H.C. FRECHING

"BRICK" BODKINS' PA

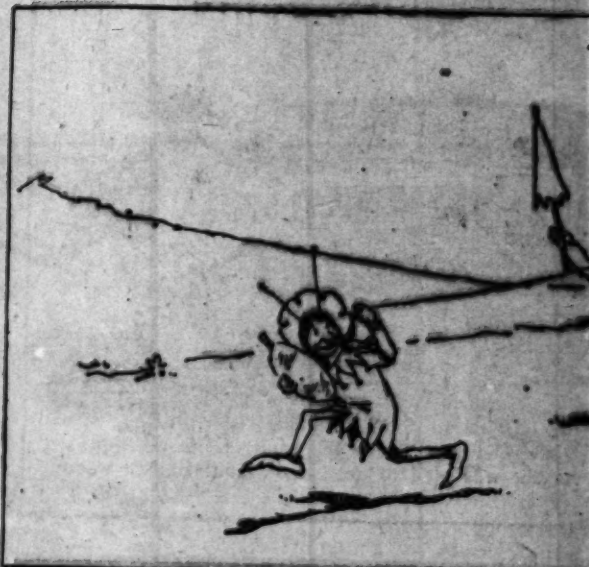
PA USED TO BE A LASSOER.



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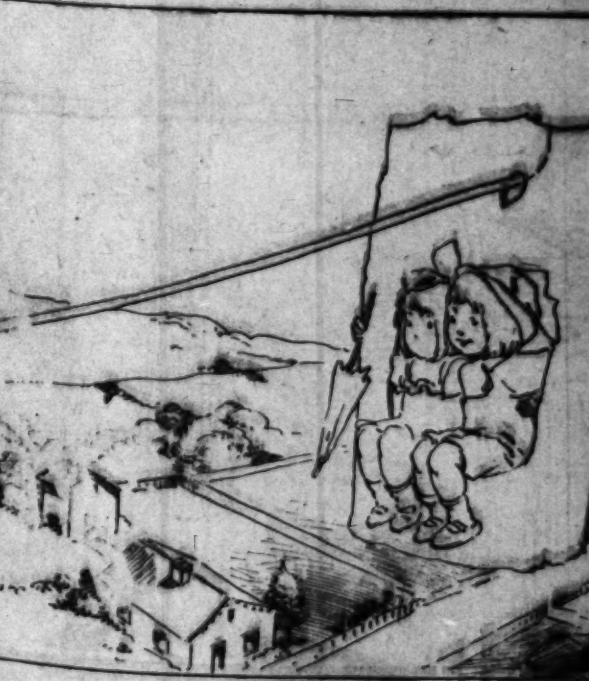
1.—Dick and Dollie with their
Hurry off to where Two D.



2.—"Up she goes," shouts Dick
like a giant bird it swifly.



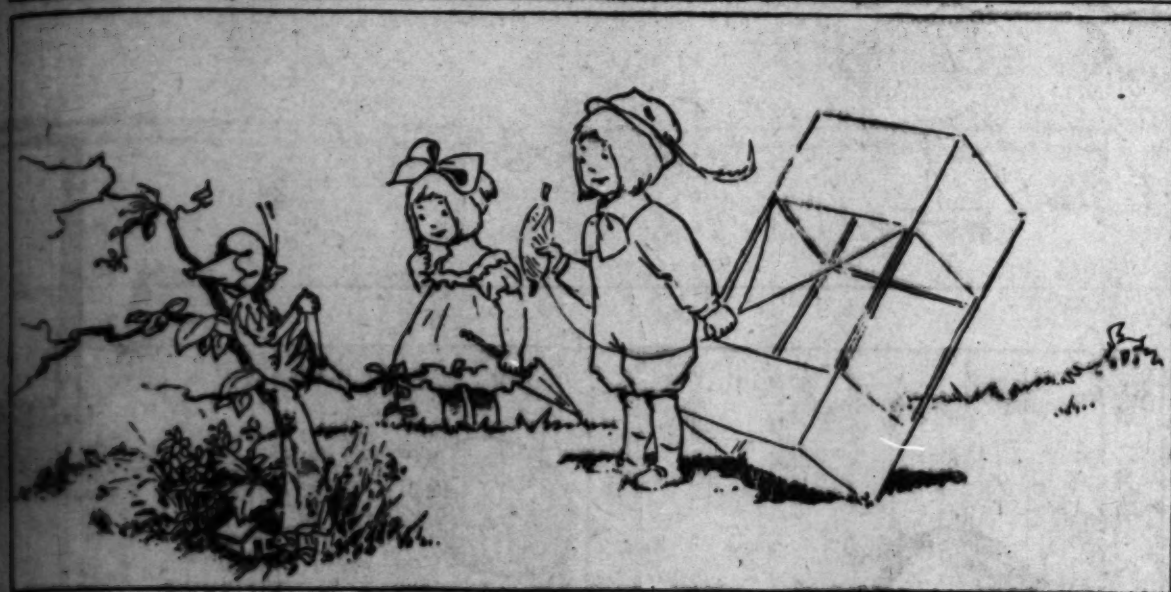
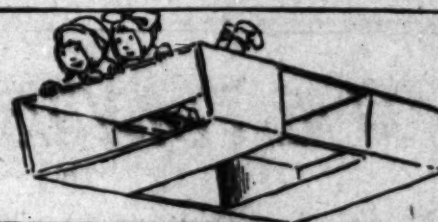
3.—Across the field goes bounding
'Til it tangles in a bush and t.



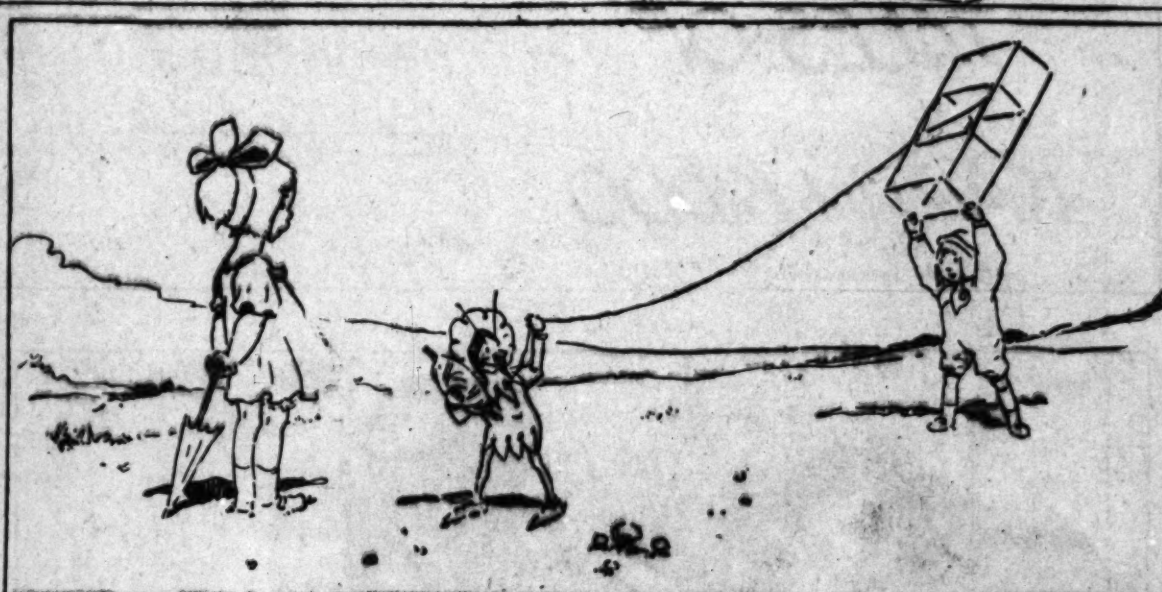
4.—Two quickly makes them tiny as
Watching from their kite-gram t.



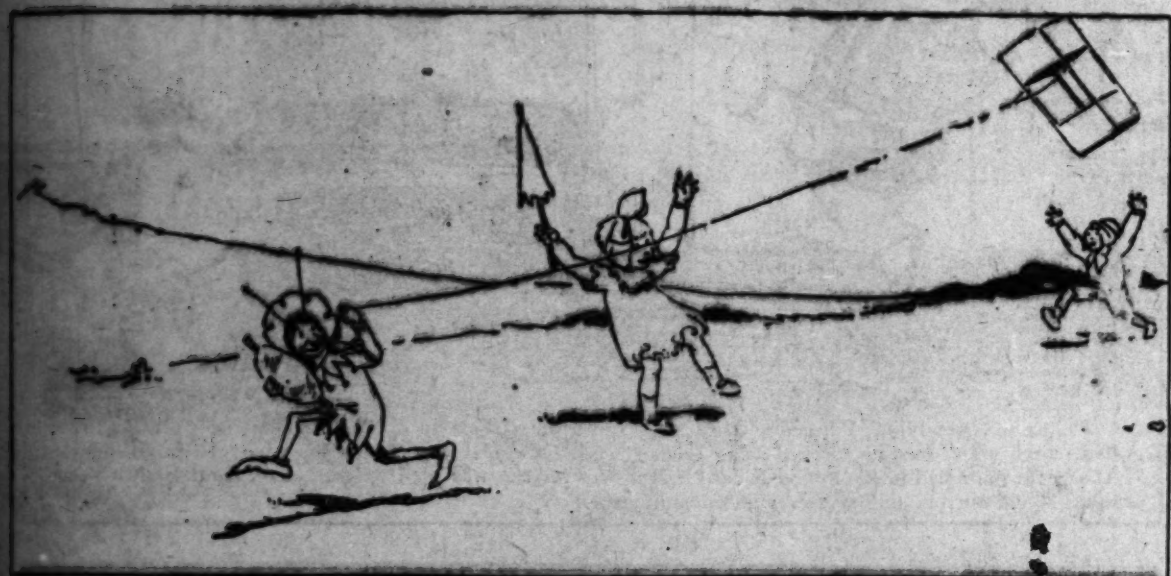
MR. TWEE DEEDLE.



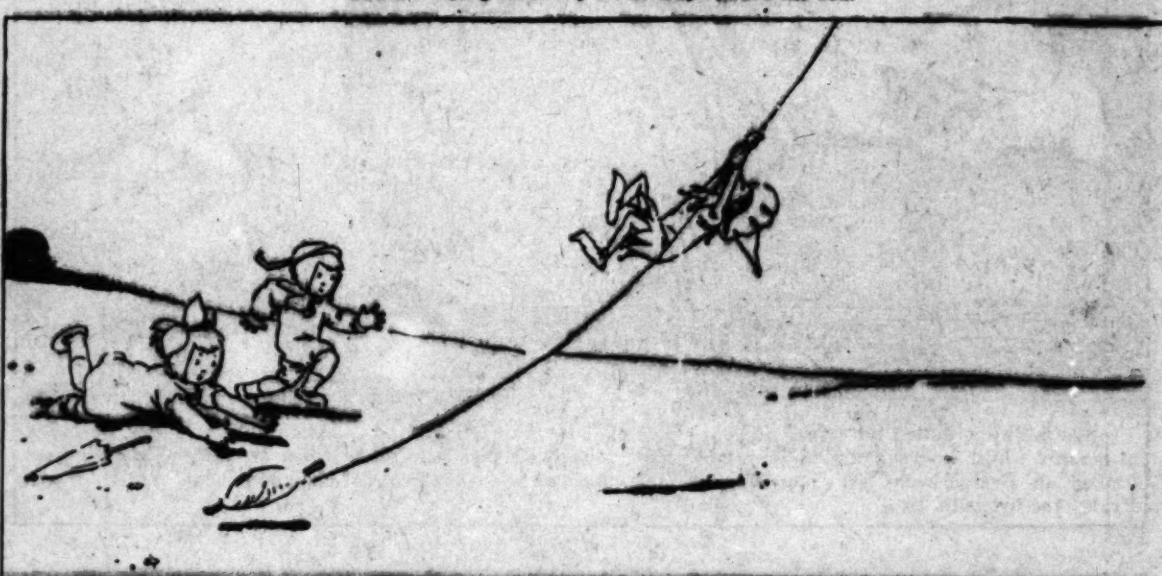
1.—Dick and Dolly with their box-kite on a windy day. Hurry off to where Twee Deedle waits to join their play.



2.—Dickie holds the kite up while Twee Deedle, with a run, sends it flying smoothly on its way toward the sun.



3.—"Up she goes," shouts Dolly, as the kite begins to rise, like a giant bird it swiftly swoops across the skies.



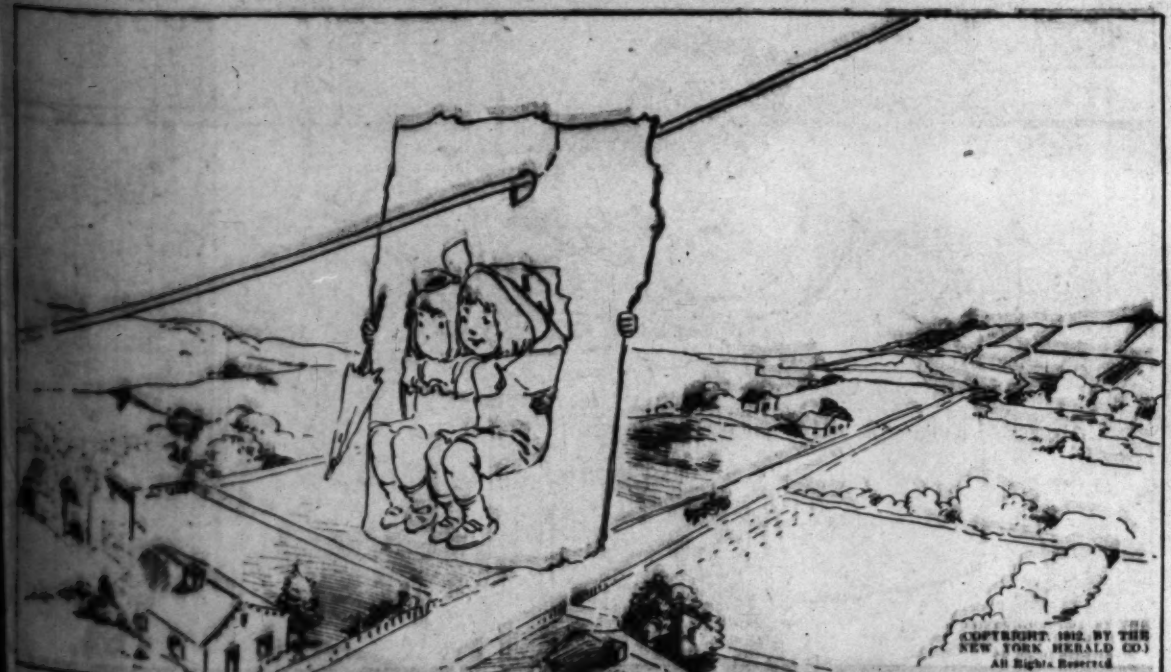
4.—When the kite is sailing well Twee drops the spool of twine, laughs at Dick and Dolly and climbs quickly up the line.



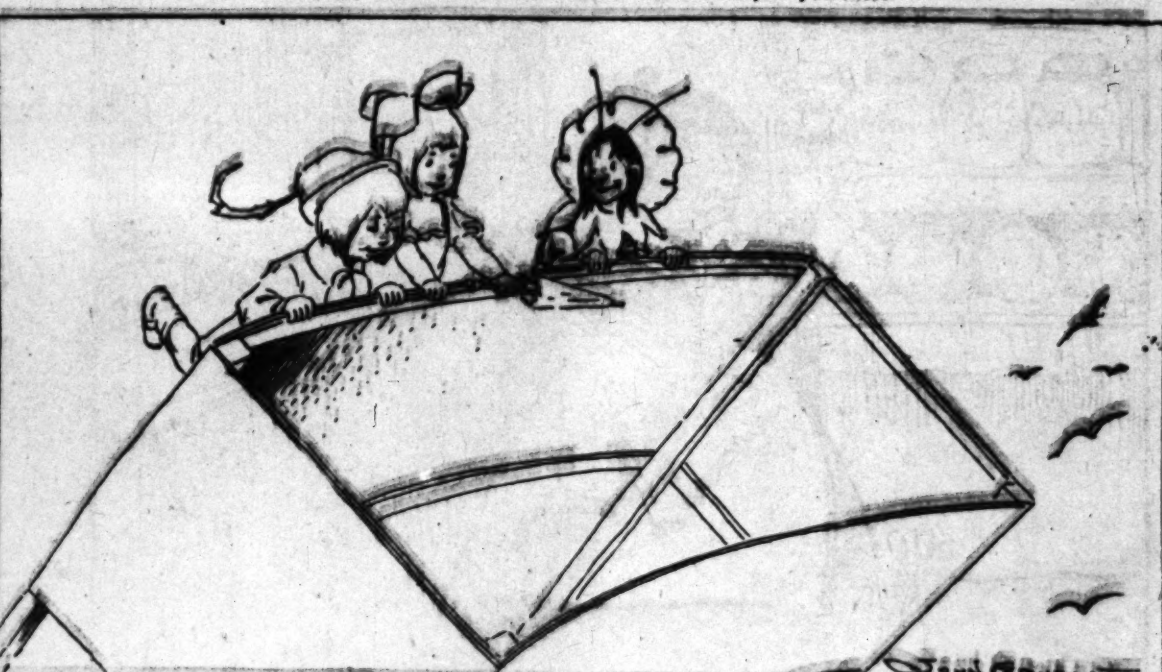
5.—Across the field goes bouncing the twine around the stick 'til it tangles in a bush and there is caught by Dick.



6.—Dickie sends a message to their friend up in the air, saying, "Oh! Twee Deedle! Show us how to join you there."



7.—Twee quickly makes them tiny and up the children go, watching from their kite-ogram the funny world below.



8.—Resting with Twee Deedle on the edges of the kite, all among the clouds they sail and don't come down 'til night.

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THE TURBID TALES OF KAPTIN KIDDO

Written by MARGARET G. HAYS

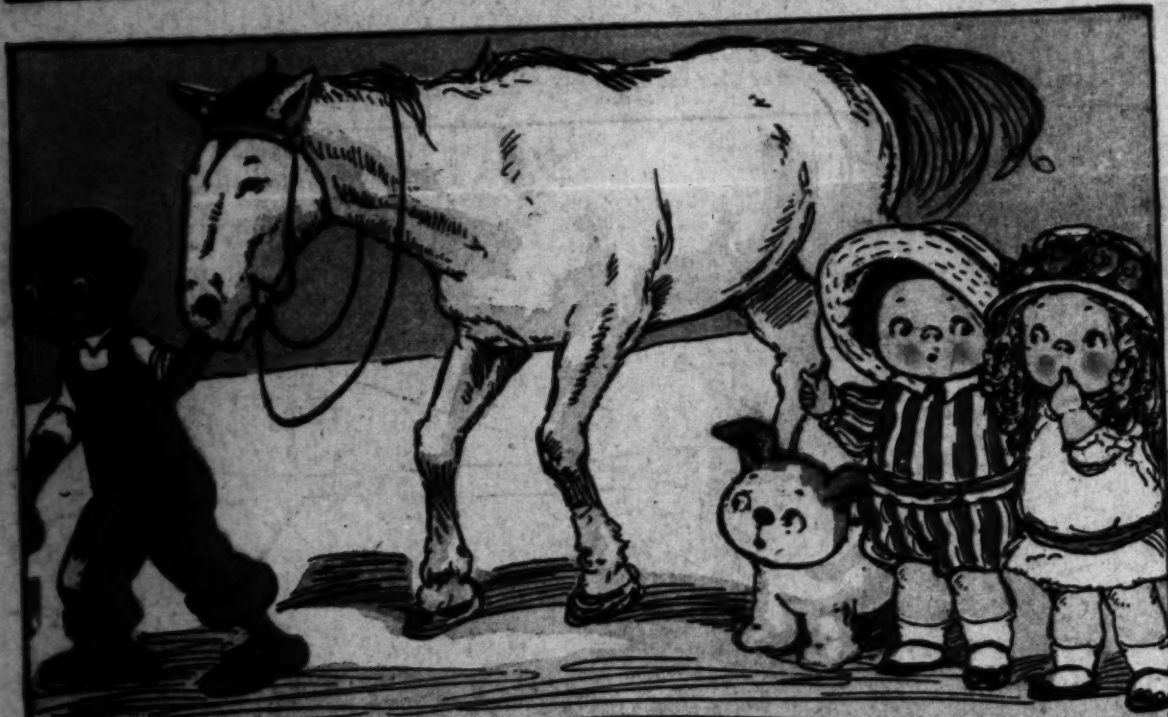
Pictured by GRACE G. DRAYTON



Me'n Puppo gotted up wrong side o' the bed one day, an' Bridgie sed, "At's unlucky." An' we laffed at her, an' whilst we was laffin' an' frowin' pillows 'round—a pickster falled down an' all the glass gotted broken, an' Bridgie sed, "At's more bad luckiness. Ach wirra—wirra!" What-che-know-bout-at? An' it was Friday the thirteenth, too.



'En me'n Gwendylne Vangeline May an' Puppo we was playin' football in the parlor an' the football gotted naughty an' goed an' broke a big golden lookin' glass 'at was 'tween the winders—an' Bridgie sed, "At's sev'n years bad luck. Oh you Kiddo!" But Muvver she was glad to get rid of Aunt Sally's weddin' presink. Gold mirrors ain't stylish no more, anyways.



'En Gwendylne Vangeline May an' me'n Puppo goed out for a walk an' we meetet a white horse—an' 'on another white horse—but ther' wasn't no red-headed girl in sight—an' Bridgie told me ther' was always—now what-che-know-bout-at? An' we walked right over a rusty horseshoe without pickin' it up.



'En nex' corner we meetet a cross-eyed boy—an' one eye goed this way—an' one eye goed 'at way—an' an' we didn't not cross our fingers nor we didn't not turn around free times—an' Puppo almos' gotted runned over by a bicycle, an' the cross-eyed boy safed him. What-che-know-bout-at?



'En we goed to a candy store an' the lady dropped her scissors an' she sed, "Comp'ny is comin'." 'cause they standet up in the floor—but no comp'ny camed. So she gived us some sticks of candy even if we didn't have no lucky penny—an' ther' was a pin—I sed it, but I didn't not pick it up. What-che-know-bout-at?



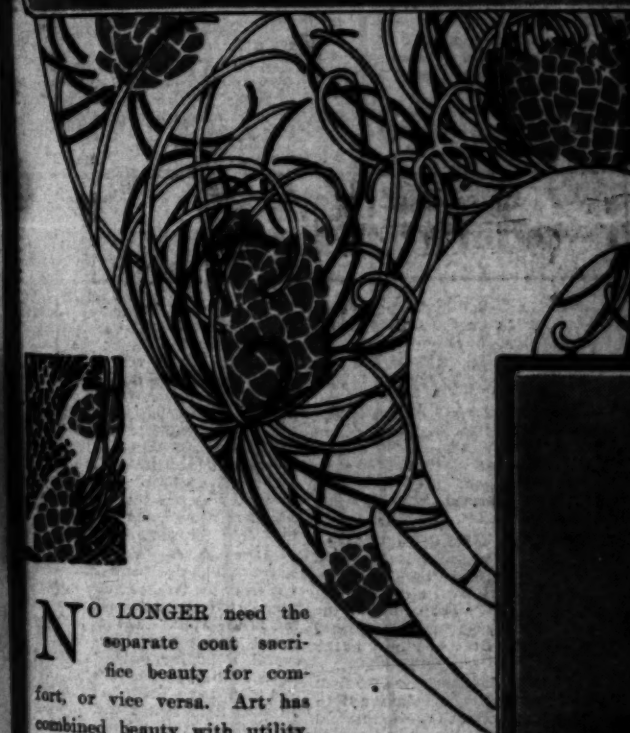
An' Bridgie had sassidges an' hot cakes for me for my supper, an' I spilled the salt—an' she sed, "Oh quick, Kiddo, throw some of it into the fire!" An' I sed, "No. I doesn't believe in no bad luck nor no good luck." An' Bridgie she—er—she kissed me an' she sed, "Shure no wan cud quarrel with the likes av ye. Oh you schwate little Kiddo."

(Copyright 1912, by The North American Company.)

BEAUTY



The "Lion" Motor Coat



NO LONGER need the separate coat sacrifice beauty for comfort, or vice versa. Art has combined beauty with utility, and the satisfactory results stand before you as convincing expressions of the fact. The "baggy," nondescript day of the separate wrap has passed; the artist's touch has been given to the practical, friendly garment, and a consequent becomingness is the main feature of the accepted styles.

Separate coats are appropriate for afternoon hours, for motoring, traveling and walking in the rain or snow. They have such a wide field that the styles are varied and fill every demand placed upon them.

For the formal afternoon separate coat nothing is better than black cloth combined with velvet, as exploited in the stunning model of this group. This has a cape collar under the cloth revers, and this can be changed instantly in effect by having the tasseled ends passed through slits in the revers, thus bringing the collar high up around the neck. A side fastening is shown; each huge buttonhole outlined by stitched straps to simulate pointed tails. Full sleeves are finished by pointed velvet cuffs.

When a woman puts on the brown chin-chilla coat with no armholes, hooks up the loose sleeves and fastens the slender rever in place, she looks like a sealion, which resemblance has given the motor coat its name. You will notice the fitted cuffs and the lack of armholes. The double-faced material is particularly well chosen for this garment. Warmth, comfort and individual style are combined in the "sealion" coat.

Woolen velour shows a contrasting old-

Black Cloth After

BEAUTY AND COMFORT IN THE SEPARATE COAT



Woolen Revers in a Cutaway Style



A Storm Coat with a Muffler Collar



Black Cloth and Velvet for Afternoon



The Military Idea in Gray Cloth



Cheviot with Striped Revers and Cuffs

NO LONGER need the separate coat sacrifice beauty for comfort, or vice versa. Art has combined beauty with utility, and the satisfactory results stand before you as irrefragable evidence of the fact. The "baggy," unbecoming style of the separate wrap has passed; the artist's touch has been given to the practical, friendly garment, and a consequent betterment is the main feature of the accepted separate coat.

Separate coats are appropriate for afternoon wear, for motoring, traveling and walking in the rain or snow. They have such a variety of styles that the styles are varied and fill the demand placed upon them.

For the formal afternoon separate coat, gray is better than black cloth combined with velvet, as exhibited in the stunner model shown. This has a cape collar under which a scarf is worn, and this can be changed directly to effect by having the tasseled ends of the scarf slip in the revers, thus bringing the collar high up around the neck. A side opening is shown, each huge buttonhole outlined by attached straps to simulate pointed buttons. Full sleeves are finished by pointed velvet cuffs.

When a woman puts on the brown cheviot coat with no armholes, hooks up the loose ends and fastens the slender revers in place, she has a sealion, which resemblance has become the name of the coat. You will notice the material is particularly well suited for this garment. Warmth, comfort and style are combined in the "sealion."

rose color between its raised stripes and gives the color for the soft revers and deep cuffs. A Robespierre collar and vest effect are of Persian lamb, while brass buttons lend a charm to the elegant idea. The cutaway line in front and on the edges of the sleeves is a note of the season.

A practical stormcoat of brown cheviot in a coarse weave shows the raglan sleeve with deep cuffs. The collar is worth noting, for it is after the style of the separate mufflers that are so smart and useful. Square bone buttons trim the coat. There is a modified waist line that extends in points over each hip and insures a perfection in fit.

Gray cloth is developed in a military coat with a triple cape. This extends over the shoulders and has a collar that can be turned up to a high standing style, while the revers is turned flat, giving an entire change of front. Black velvet forms the cuffs and collar, and a lining of yellow velvet shows the strictly military idea that inspired the maker.

Blue cheviot is combined with white striped chinchilla cloth in the last of this valuable collection. The coat is cut on straight lines, with an attached revers that continues in a vest effect with huge brass buttons. Inset triangular panels on the sleeves give a cuff effect. There is a high waist line, with a corded ornament at the back.

The beauty speaks for itself in these outer garments. The comfort is a factor that is also apparent. Outer wraps and separate coats are necessities, and the fall modes have recognized the truth. The call for comfort plus style has been heeded. Have you chosen your long coat yet?

Even Models Imported by the American Fashion Co. and Pictorial Review Co.

OAKLEAF
CENTERPIECE

Designed by E. J. DUCKMAN

They prefer the mounding effect, pressing, coarsening, braiding or extremely rough, low, the couching, the lighter than the rest of a half inch, field the the of the leaf and catch down the leaf with the needle. The needle is then pushed through the stem through the lichen and the needle is pulled out.

Couching is very effective if done in a dense minor-brown; for the cutting and the couching is the best that nature did in place. Use the needle and couching for the leaves, thus driving the needle through the work of the leaves.

Place the needle in the buttonhole and work in a buttonhole and lead a loop edge in deep lichen and couching. The needle to have an unusual effect, work in a buttonhole and couching in the leaf with brown. The needle is a touch of beauty to the design. The needle is then pushed into the leaves by working from the back of the leaf and short stitch, the needle is then pushed into the leaf and short stitch in brown.

How to Transfer

HOMEERS are enthusiastic by transferring the pattern before you cut in any material before working. Perhaps the easiest way is the "window" method. This is successful when the material is thin, like muslin, etc. In this sheet of paper, draw the pattern, and then lay it down on the material. Then you spin the glass of a window cleaner over the pattern, drawing on the material the design. The design is drawn through the goods. If one-half of the pattern is drawn, spin the paper over and turn the other half. Spin the paper over again. The strong light behind will make it clear.

If you have carbon paper, you should lay it between your fabric and the newspaper. Then you spin the top with a piece of paper go over the outline and spin the paper over. This will roll in the lines and will last. If you have a fine method is successful on heavy material.

HAKING suspensions by transferring the pattern before you get to any material before working. Perhaps the easiest way is the "wet-on-dry" method. This is successful with most materials, like paper, balsa, etc. You wet the pattern, and the material together and hold down with the glass of a window. When the material is dry, the material the easier, which can be done through the glass. If one-half of the material is dry, you can spin the paper and turn the other side of the paper. The strong light behind will dry it.

If you have carbon paper, you should place the sheet between your fabric and newspaper. This latter is on top. With the carbon paper, the outline of the design. The important thing is to get the lines and will last until the heavy material. This method is successful on

USED ON A
GLOVE BOX

ON A
HAND BAG.

THE
EMBROIDERED

laying the heavy silk in a straight line across the entire width of one portion of the pattern, catching it in place at regular intervals with fine silk; then, again to the starting point on the same side, and so on, until the thread above the other until the entire surface is covered in.


After the body of the design is stippled, it is outlined with metal cords, slipped into place.

The work is very easy to do and quickly accomplished. All sorts of color combinations and shading can be made. The section is lined with gold-colored silk.

Heavy gold cord around the outside of the design is used as a frame of fastening.

To further enhance the design are used the costly just about one-fifth of an ounce of gold and one-third of an ounce of the larger shape.

The work is finished with threads of silver was selected for a covering.



1 2

DETAIL OF STITCHES

the picture frame. The embroidery is done in shaded blue silk and silver cord, but another note in the design is the use of silver ribbon which gives an added touch of sparkle. This narrow ribbon, or garrison braid, as they call it, is made of silver and is machine stitched to one side of it, then the other side is fringed. The fringed ribbon is futed lines, while silver fringe is used for the wide border. Of course, the use of the bow is inevitable. The bow may be done before the tapestry is mounted on the picture frame, or it may be sewed around the edge of the picture, as the artist has done. The silver cord stitched around the opening of the picture frame.

The glove box matches the bag and is made in the same way. You can make the bag and glove box in any of the whole lot of work, or you can add personal touches to the boudoir, library or bedroom. The artist has given you this description that match or correspond with the other furnishings in the room. You can make the bag and glove box of any. You will be well paid for making it. You take up this fascinating work.

[illegible]

The edges of the material can be stretched over the frame, or if the material is a little too small to allow for this, you can sew over and over the same, catching the stitches into the material as you work, drawing them tight. This must be done with heavy sewing thread that will not break on stretch.

To Make Fur Bands

WHEN you desire to cut fur in narrow bands place it hair side downward upon a marble slab and measure off the desired width. Mark with a pencil and cut with a sharp knife, following the pencil mark indicated. Care must be taken not to mutilate the fur. If you desire to join the bands, simply overlap them with linen thread and sew on the skin side.

[illegible]

Forget-me-nots would look very well done in smaller knots grouped in the center of the collar and fastened with yellow ribbon, or you could work a row of ribbon that you wish for these pretty flowers. The flowers are arranged along the entire length of the lace. The pretty touch can be added by sewing on a row of tiny small flowers in ovals.

For the collar, this kind is picked up at any minute, yet, when it is finished, it is a beautiful thing even for the most elaborate gowns.

Double net can be worked with the same kind of lace, and the flowers at regular intervals, not too close together, and the blossoms can be joined with a running stitch, and the representing stems that are done in the darn.

Do not buy your own clearness will suggest many more good ideas for en-

Y have holiday gifts in mind,
I welcome the knowledge of
to make truly beautiful and
things, worked with Spanish
in gold or silver threads.
Poetry is chosen for the foun-
this work, and the design is
thereon, if you wish a special

design to fit some special article; but very beautiful results are obtained by choosing odd pieces of tapestry from the upholsterer that have small designs or motifs upon them, and then laying on the threads of the embroidery directly over that pattern.

For doing the work you will require very heavy rope silk, fine sewing silk

The detail of the stitch is very simple, as you can readily see. The sections of the pattern are filled in with the heavy silk, laid on in parallel lines, very close together and caught down in place with fine

stitches being opposite each other on every thread of heavy silk.

Tan-colored tapestry was chosen for the handbag. This had a fancy motif placed so that it could be used as a central figure, which the woman who embroidered it covered with varying shades of yellow silk. The

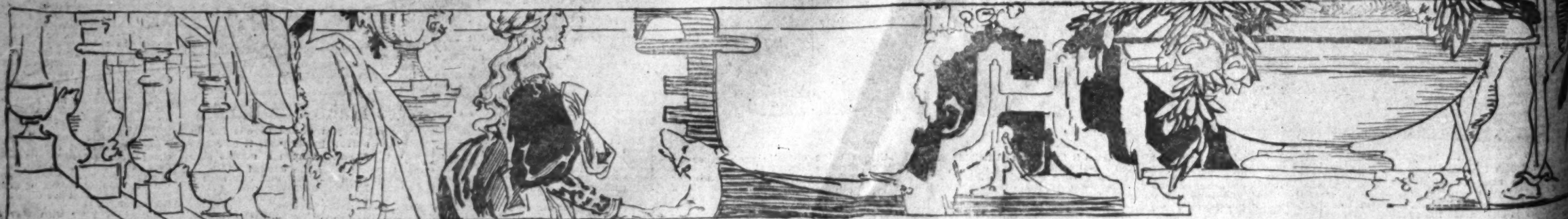
THE SMARTEST FASHIONS & WELL-DRESSED FOLK



THE FAIR

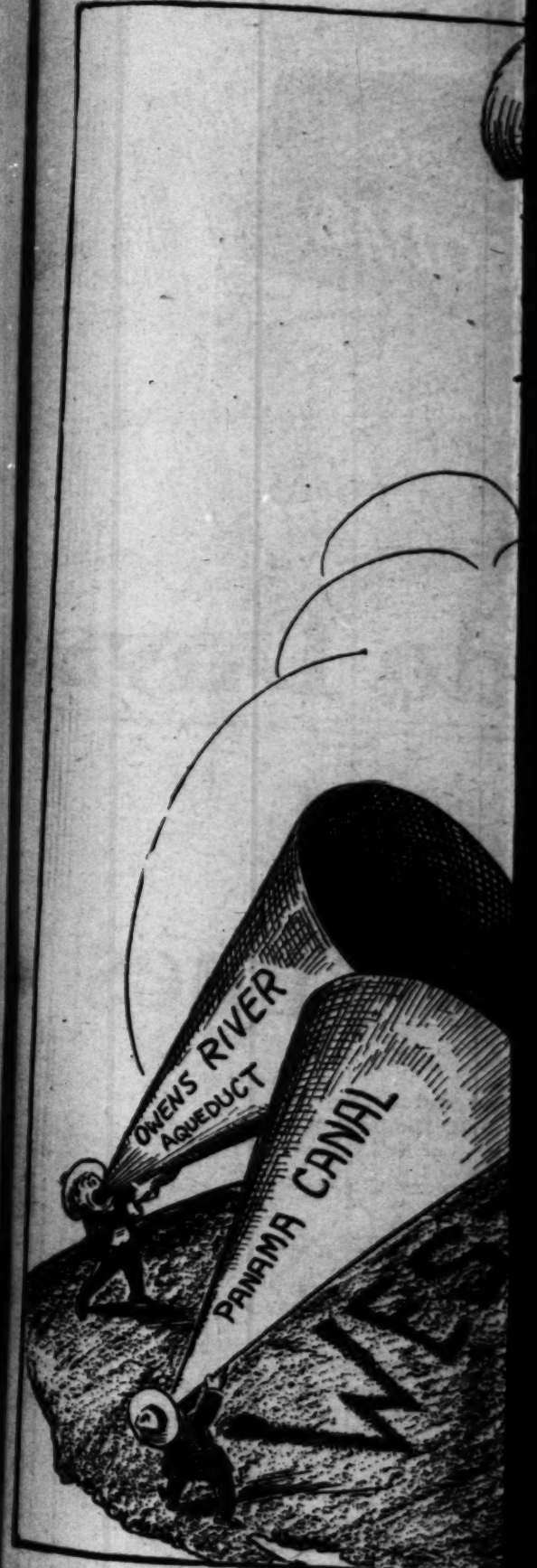
ELEANOR DEAR:
You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair. It was a splendid success, and quite repaid us all for the trouble and work that attends such enterprises. Miss Brown and I had charge of the fancy table. That, you know, is one of the most important factors at a fair—always a close second in popularity to the candy table—and you can depend upon it, ours was as popular as the booth where sweets were sold, and we made more money. Of course, we strove to make the display of our wares different from those usually sold at church fairs, and I can safely say we succeeded. Everything was either wearable or of some real, practical use, for we confined ourselves to lace and embroidery collars, dollies, centerpieces, scarfs and knitted things for baby. We had the very latest cry in art needlework: broad directorie collars embroidered on fine linen and edged with Irish lace; Robespierre collars of silk, with lace jabots falling from under the points; jabots and side frills of all kinds, decorated with fine drawnwork or stitching of beautiful design. Unfortunately, the evening was foggy, with rain threatening every minute,

making it impossible for the women to wear their "bestest" gowns; but there were a number of exceedingly stylish new vest-suits and three-piece costumes that reflected the most up-to-date fashions. One particularly stunning suit was of blue-gray cloth, made on modified directorie lines, with a smart little cutaway coat, which showed the Robespierre collar, narrow vest and cuff trimmings of red velvet. The vest fastened with small buttons and the coat with one large button. The skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suggestion of a pannier drapery. The hat worn with this costume was of gray felt, turned up in front and faced with scarlet velvet. It was trimmed with a high black aigrette. One of my customers wore a three-piece suit of violet chambray, made with modified pannier draperies. The coat had the fashionable long sleeves and a high collar of black velvet. Her hat was a most becoming shape, with a round, rather low crown covered with oriental silk, and having the narrow brim covered with pleated frills of violet silk matching the gown. I wore a sage-green crepe meteor, cut on one-piece lines, with long sleeves and a vest and Robespierre collar of white ottoman silk. A frill of lace outlined the yoke. I notice that cutaway and directorie coats are "the thing," and to be entirely in fashion you must have one or the other. Well, my dear, time flies, and there are many things awaiting my attention. With love, Affectionately, MADGE.



Los Angeles Illustration
Unique Magazine

1897-1912 | In the Fifth Year, New Edition, Vol. 2, No. 12.



THE CONVENTION
The convention of the Owens River Aqueduct and Panama Canal, which was held in Los Angeles, California, on October 10, 1912, was a most successful one. The convention was held in the city of Los Angeles, California, and was attended by a large number of delegates from the various states and territories of the United States. The convention was held in the city of Los Angeles, California, and was attended by a large number of delegates from the various states and territories of the United States. The convention was held in the city of Los Angeles, California, and was attended by a large number of delegates from the various states and territories of the United States.

WASHINGTON
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SAN FRANCISCO
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Los Angeles Times Illustrated Weekly

Unique Magazine of the Sensuous Southwest



1897-1912 | In Its Fifteenth Year.
New Series, Vol. 2, No. 11.

OCTOBER 12, 1912—40 PAGES.

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'About Face!'



The order of the day.
[561]

the country's really hardworking themselves to hills near Rawlins. Robert Isham Randolph of Chicago, the breaking of whose engagement to Miss Dorothy McLean was a social sensation three years ago, is about to marry Mrs. George A. McLean, mother of his former fiancée.

GREAT ATLANTIC FLEET IS READY FOR REVIEW.

Dealers Say Close-Fitting Have Made Underskirts a

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Illustrated Weekly.

THE TIMES MAGAZINE.

ESTABLISHED DEC. 5, 1897.
 REORGANIZED JAN. 6, 1912.

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An independent weekly vehicle of present-day thought, exploitation and description; a journal of views, opinions and convictions; the champion of liberty, law and freedom in the industries, looking up the hands of all good men and women, without distinction, who are honestly seeking to better their condition in life and to save the cause of home, country and civilization.

The Illustrated Weekly, being complete in itself, is served to the public separate from The Times news sheets when required. Old series ended December 31, 1911. New series began January 6, 1912.

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Los Angeles Times
Illustrated Weekly
Unique Magazine of the Southwest

Under the Editorial Direction of
HARRISON GRAY OTIS.

Forty Pages—Regular Issue Over 88,000 Copies.

BY THE WESTERN SEA,
AND IN THE HEART OF THE SOUTHWEST.

Ocean-to-Ocean Highway.

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It will be a great change from the days of the California pioneers, when the old canvas-covered wagons crawled over the plains and across the mountains as these early settlers in the State took their vacation. Slow as this movement was there was a thrill in these journeys. Crawl, crawl, over the natural roads worn hard along the mesas by the winds and rains of centuries; crawl, crawl, along the mountain slope on the laboriously-constructed dug-out; crawl, crawl, by sheepherder's hut, by mining camp, along the river course, up the canyon, through the pass, among the woods, and through the flower-decked opening.

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Toot, toot, away we go, out of the city with its skyscrapers and along through the beautiful suburbs, past orange groves and vineyards. Toot, toot, away we go, by the purling stream amid flowers that bloom in July or January indifferently, along the mesas, through the villages, in the shadow of the mountains, always in sunshine and always through refreshing breezes. Toot, toot, we are climbing the mountainside, kissed by the noonday sun or comfortable in the shadow the peak casts along the road. Here the mountain stream bubbles over its rocky bed, tumbling into the cascade. Toot, toot, the sun is rising over the eastern hills and the birds are singing their morning hymn. We have slept all night in a comfortable bed at the inn by the wayside, and we had our breakfast stowed away under our belts where the rats can't get it. Toot, toot, the evening shadows are falling and the sun is dipping into the Western Sea, the birds are singing their evening hymn before they go to rest, and all the atmosphere is vocal with the sounds of a thousand insects, while the myriads fan our cheeks after the heat of the noonday sun. Toot, toot, over the bridge that crosses the river; toot, toot, down the mountainside, and now we are away from the Western Sea and are passing through the prairies of the Central States where the harvest is being gathered or the corn being planted. Toot, toot, we are whizzing through the big cities of the East. Toot, toot, we are in New England now, or in New York or Pennsylvania, or the Old Dominion. Toot, toot by purling streams, through beautiful woods, and

THE FAIR

ELEANOR DEAR:

You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair.

It was a splendid success, and quite repaid us all for the trouble and work

making it impossible for the women to wear their "bestest" gowns; but there were a number of exceedingly stylish new costumes and three-piece suits that reflected the most up-to-date fashions. One particularly stunning suit was of blue-gray cloth, made on modified directoire lines, with a smart little cutaway coat, which showed the Robert collar, narrow vest and cuff trimmings and the coat with one large button. The vest fastened with small buttons and the coat with very slightly on the skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suggestion of a pannier drapery. The hat worn with this costume was of gray felt, turned up in front and faced with scarlet velvet. It was trimmed with a high black aigrette, and

the country's mightiest barons in hills near Rawlins. Robert Thomas Randolph, of the breaking of whose enormous Dorothy McLean was a social years ago, is about to marry. A. McLean, mother of his form the entire country for an indefinite making this country independent of the duty room of a

THE TIMES MAGAZINE.

ESTABLISHED DEC. 5, 1897.
REORGANIZED JAN. 6, 1912.

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California in tone and color; Southwestern in scope and character, with the flavor of the land and of the sea, the mountains, canyons, slopes, valleys and plains of the "Land of Heart's Desire."

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the old towns of our childhood with their church spires, through the villages where we roamed in childhood with the little red schoolhouse on the hillside. Too, too, here we are at the old homestead at last, the scenes of our earliest years, and here are the few remaining neighbors, children when we were children, boys when we were boys, girls when we were girls, young men and young women who were left behind when we went away to where the western sun took its final dip into the Western Sea.

Oh, but we have had a fine time, with smooth roads everywhere. We have gone when the wanderlust has been strong upon us, and we have stopped when we were tired. We have been away so long there is no hurry about it. We knew the old scenes would remain, and the few of the remnant that were left of the friends of early days would not pass away in a week, and we knew the grass-covered graves of those who had gone before would be sure to wait our coming. What a perfectly glorious time we have had, and we never thought so much joy remained in life or that there were so many thrills still left to us in our old age!

Twice and Three Times Happy They.

THE settlers' rates between the East and the Sunset Sea are in force now on all the railroad lines, and crowds of new people are rushing across the continent, eager at last to enjoy the country of all delights of which they have heard so much, and toward which their eyes have been straining for years. Before these rates shall cease there will be 50,000 men, women and children of all ages and conditions of life who will take advantage of them, and come to the land of the sun by the Sunset Sea. All the great West from the Canada border to the Mexican frontier will get some of these settlers, but the Great Southwest is sure to claim most of them for its own.

We are accustomed to congratulate those here already upon the advent of these newcomers. That is an outgrowth of misconception. It is the newcomers that are to be congratulated. It matters not whence they come nor what their condition in life, they have bettered themselves by the move they have made. Perhaps they will not make any more money here than they did where they came from, indeed, possibly not as much. That will depend upon themselves, upon their energy, capacity and sagacity. The opportunities are here if they only have eyes to see them and energy to embrace them. But that is not what is now in mind. Whether rich or not, they are the gainers in having the country by the Sunset Sea and on the heart of the great Southwest for their new home. It may all seem a little new at first, and they may have little qualms of homesickness. But the longer they stay the more absolutely they will be cured of homesickness and the more they will be in love with their new surroundings, until after a year or two you could not pry them off of the soil of the Great Southwest with a crowbar.

In the Mountain Canyon.

THE new head of the Forest Service is a much wiser head than the old one. Mr. Fisher, because he is a practical one is a better conservator than Mr. Pinchot, so much addicted to seeing visions and dreaming dreams. The new policy the other day threw open a big area of forest reserve to be used by the public at a nominal rental for mountain homes where bungalows may be built and vacations spent or lives lived. Now a careful survey is being made of the forest reserves, and everywhere that a little patch is found suitable for cultivation it is to be opened to settlement, and there are thousands of little valleys and small nooks in the forest reserves all over the country where an industrious family may be settled and eke out not a princely, but a comfortable livelihood. The opportunities thus opened are sure to be seized upon by a great many people whose philosophy is a great deal better than that greed of gold which Virgil ages ago pronounced a curse. Invalids and valetudinarians will find life in these little valleys and sequestered nooks along the mountainsides and among the woods, to be very enticing, and they will bring back the ruddy glow of health to many cheeks anaemic by suffering.

As in Pioneer Days.

IN THE days of the early Argonauts, as one went along the higher mesas in California where there was a stream of water coming down from the heights he might trace a big pipe at the end of which is attached a hose as big as an anaconda with a nozzle at its business end. From this nozzle there would be discharging a big stream of water under heavy pressure, used to rip the mountainsides to pieces, tumbling down tons of sand and gravel, and below were the sluices where the yellow particles of precious metal fell to the bottom and were caught. Placer mining has been somewhat out of date of recent years, and deep mining by boring away down in the rocks has been the way of reaching the gold deposits. But the other day we were told of the Gold Mountain Hydraulic and Dredging Company, made up of some Los Angeles capitalists who have fitted up a great placer plant in Plumas county. The miner of early days constructed a flume or wooden pipe to bring water down from the stream above, but this new corporation is doing it modern fashion, which means on a great scale. First there is to be built a great storage reservoir so that the work will not depend upon the winter rains, but can be carried on all the year around. Then if the water should give out they will set the dredger going and scoop up the yellow metal from the river bottom. Members of the company must be looking for results for the plant will cost \$100,000.

Forecasting the Weather.

THE weather forecast used to be given in the almanacs and cover the whole round year. These almanacs were made by poor modern astronomers who followed mostly the system of the ancient astrologers. There used to be a story current in the world about one of them who was busy casting a horoscope for a half-crown to be paid to him by a customer, when his clerk asked him what forecast of the weather he should write in for a certain day in July of the coming year. Absent-mindedly the reader of the stars called back: "Hail, rain, sleet and snow." And the beauty of it is, as the story goes, that the forecast came true.

But a generation ago the civilized world began a scientific study of the weather with a view of forecasting the future according to meteorological laws, to be deduced from a careful analysis of the observed facts. The United States led in this useful study, perhaps because it had the advantage in doing so over other countries. Our great republic spreads under one flag and one national administration across the continent from ocean to ocean 3000 miles. There is no need of any international conventions, treaties or understandings about taking meteorological observations which should cover the whole continent and be analyzed and classified by one bureau.

The laws that govern the weather are exceedingly broad and difficult to reduce to system. It is only after years of observation, analysis and classification that our Signal Service is able to forecast the weather for more than a few hours ahead. Some years ago enough facts had been observed and classified to enable the service to prognosticate the weather for about thirty-six hours ahead, with pretty general accuracy.

The law by which this is done, deduced from a classification of myriads of facts, is like this: Most of the weather waves in the atmosphere proceed around the globe from west to east following the revolution of the earth. These meteorological waves come in from the Pacific Ocean along the western coast of America and sweep across the continent, passing away into the Atlantic Ocean on the eastern coast of the country. When a storm approaches, or any radical change in the weather, its approach from the west is signaled to stations in the East and in this way its rate of travel is ascertained and the stations to the eastward are able to tell about when it will reach a given point.

From further classification of these observed facts a law has been worked out to the effect that there is a radical change in the atmospheric wave, broadly speaking, about once in seven days. So far there are not enough facts at command sufficiently analyzed and classified to prognosticate what the change will be at the end of a seven-day period. Perhaps as the department accumulates data and analyzes them it may be possible to say seven days ahead whether the next wave will bring rain or wind, excessive heat or great frost, or whether the new wave will be moderately like the one just passing out.

But now comes an astronomer, a priest belonging to the Society of Jesus, popularly known as Jesuits, a member of the faculty of the Santa Clara College, with a new theory of his own working out. This reverend father has devoted years to the taking of observations, the analyzing and classifying of them, and lately he has been making forecasts reaching farther and farther ahead.

About the first of September he forecast for the period between September 21 and 25 a heat wave which was to prove the most excessive of the whole year, and to produce a temperature in some localities in California which would go near to breaking former records. It is remarkable how nearly correct this forecast was. In time the hot wave arrived a few days ahead of the astronomer's prediction, and in degree of temperature it corresponded exactly with his prophecy.

Some of us are disposed to point out the fact that September is usually accompanied by the hottest weather of the season. But it does not seem to us that that is sufficiently established to rob this weather prophet of his glory. In the first place, the season has been unusually cool, and therefore if one were just guessing he would hardly have predicted a heat wave of unusual severity so late in the season. Again, if it had been a guess it would have been unwise to have placed it so far down in the month. It appears to us that the usual high-temperature wave in the month of September comes between the 10th and 20th rather than a week later. Another thing, this September heat wave is generally confined to Southern California, and the professor's caloric covered, as he predicted, nearly the whole State, San Francisco being visited by a tempera-

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IS READY FOR REVIEW.

Dealers Say Close-Fitting D. Have Made Underskirts a D. the Market

ture which made there a new record for September, if not for the year. Lastly, the learned astronomer has made successful predictions beforehand which cannot be attributed to mere guesswork, and still less to aberration of mind similar to that of the astrologer in the early paragraph of this article.

The Santa Clara weather prophet bases his predictions on facts in the physical universe not before thought to be connected with meteorological waves. The sun spots so long observed and heretofore so mysterious are the only basis for these prognostications. If the reverend scientist shall establish the connection of sun spots with weather waves, and work out a law by which the weather may be predicted weeks ahead, his name will be as immortal as that of Herschel or Sir Isaac Newton, and he will have rendered a service to humanity that cannot be overestimated.

The High Cost of Living.

IT COSTS more to live today than it did last year, more this century than it did the last, and more in our period of time than in any one going before it.

The laborer today spends more money than the mechanic of a generation ago, and the mechanic more than the business man in a small way, the retailer more than the wholesaler, the common man more than the prince, the prince more than the king.

There is many a household in Los Angeles today inhabited by a family of the plain people, through which passes more real money than nobles handled not many generations ago, and than the monarchs of former times often had to be content with.

The laboring man and the mechanic of today obviously spend this money because they have it to spend. They could not spend it if they did not have it.

And if you will only stop and think, it must appear to any intelligent mind that it is not as hard, nor half as hard, for the wage-earner to get the large sum he spends today as it was for his peer to come by the small amount he had to be content with in times past. We spend the money because we have it, and we have it because of the better conditions of life under which we live. It may be true that in many cases the profits of business are not equally distributed, and it is just as true that in some instances, although not generally, this inequality of distribution falls upon capital and not upon labor. And even taking the general run of things, where perhaps capital grabs too large a slice of the profits of business, this inequality is less in our time than in former times, where the capitalist was not satisfied with the largest percentage of the gains, up even to 99 per cent., but following the policy of the lion in the fable, took it all, denying even the crumbs that fell from his table to the canaille, as he regarded the toilers beneath him.

Let us look directly at home, and take a practical example. Ring up this morning a Japanese employment office and ask for a boy to come and put in two hours on your lawn. You will have to pay him 70 cents for this short period of not very strenuous service. Do you realize the advancement in the cost of living to that Japanese boy as an incident of his being permitted to reside in this great and prosperous country? If he were at home in his own island kingdom he would put in just a solid week, including Sunday, and about twelve hours each day to lay his hands on those seventy cents. He will go away from your lawn to your neighbor's and repeat. Then in the afternoon he will shave the beard off of two more lawns, and in eight hours he will rake in as much good American silver as he would be paid at home for a full month's services, working each day 50 per cent. longer hours than he does in this land, where the cost of living is higher for this gardener than it is for the nobles of his own country.

Some of these Japanese boys take care of Los Angeles lawns by contract, and are paid from \$5 to \$20 per lawn. Strike an average of \$10 a month, and they would easily take care of ten lawns and get \$100 a month, or as much as they could earn at home in about three years. Naturally the living of these Japanese costs them a good deal more here than there, probably in the ratio of about ten to one.

But the Japanese gardener does not permit the cost of living to run as high against him as a good many of our people do against them. These little brown men from the Orient and their cousins, the yellow men from China, while they live better in America than some mandarins in their own country, yet they are wise enough to save something out of their unexpectedly prodigious income.

Behold how the cost of living is increased to

some of these oriental gardeners! There is at least one of them, in the Westlake section, who sports, if you please, a gasoline runabout in which he carries his gardening tools, including a couple of lengths of hose and a lawn mower. The Japanese gardener is his own chauffeur and flies all about the neighborhood taking care of lawns, covering probably about twenty of them constantly, and having an income of possibly \$200 a month. If he were at home it would take him about six years to have that much money pass through his hands. He lives correspondingly better than he would in Japan and the living costs him correspondingly more. At home he would wear a breech cloth and a coat of tan. Here he dresses well for his station. At home his ordinary food would be a little morsel of rice and fish dried together, dissolved in a quart of hot water.

The Japanese gardener at home and the Japanese gardener in Los Angeles present an extreme case illustrating the comparative increase in the cost of living there and here. But while extreme in degree it is exactly the same in kind that has taken place with our own people generally throughout the country. The wisdom of the Japanese is shown by his enjoying his ability to live better, and not kicking except quietly without violence or noise to shove up his rate of compensation 5 cents an hour from time to time. He knows that if it is costing him too much to live he can cut down the expenses without an act of Congress or the intervention of the District Attorney.

The foolishness of many of our people is manifested by taking their increased income, spending it like a king, but turning around and crying for the loaf they have just eaten. The Japanese is wiser, for he has learned anyhow that he can't eat his loaf and have it.

The Self-Possessed Man.

IT IS not conducive to self-respect in the minds of the American people; it is not reassuring for the future welfare of the republic, nor is it the mark of a great man in statesmanship or any other way to notice the Presidential candidate who goes up and down the country in a fit of frenzy or even semi-frenzy, abusing every one, peevish in spirit, unrestrained of tongue, breaking up meetings arranged by his managers, interrupting processions of which he ought to form the principal part and uttering unprintable language about the loss of a cheap book.

It works in the same way although not at the same pace, to notice another candidate backing and filling, hemming and hawing, facing north, south, east and west about his own actions. He meets an assembly of leaders of his own party, many of them men irreproachable in politics as well as in private life, and then with a frown or scowl says he was trapped into a meeting which he did not thoroughly understand. In a way he repudiates the men who seem to be for him and whom he should conciliate instead of unnecessarily antagonizing.

It is conducive to self-respect on the part of Americans; it is reassuring as to the political future of the country, to notice the President who is a candidate to succeed himself, possessing his own soul in most admirable patience in the face of all doubts and contingencies as to his future in politics, and that in spite of a severe attack of rheumatism and a sprained limb. It is a trying time for Mr. Taft—quite as much, indeed more so, than for either Mr. Roosevelt or Mr. Wilson. To fail in his aspirations to succeed himself would be an experience that has fallen to the lot of few of our Presidents, and would certainly be enough to cause great disappointment. The political skies which he is scanning day after day are pretty well filled up with threatening clouds. But at the worst the President looks calmly upon coming events, conducts himself like a gentleman, and what is much more to the point, like a man. His utterances are far from meriting the ducking stool, which used to be the portion of scolds and shrews. Mr. Taft pursues the even tenor of his way, attending to the duties of his high position with all the talents and the clearest light at his command and lets the future take care of itself.

He neither backs nor fills, nor utters any Delphic words as to the platform on which he stands, or as to his own intentions. Whatever any one may think of his attitude, certainly no fault can be found with the straightforward way in which he faces all issues. His enemies must acknowledge that they know exactly where to find the President.

To be sure, he has the great consolation of knowing that the people would not have forsaken him, but that he would have been re-elected by

an overwhelming majority of the electoral vote had not his own most pronounced friend and former sponsor unjustifiably and unspeakably betrayed him. To defeat Mr. Taft in his desire to succeed himself for the Presidential office is all Col. Roosevelt expects to do, and is the most he can possibly accomplish.

Los Angeles Heads the List.

IN THE second week of September everything from Boston to San Francisco, from St. Paul to El Paso, indicated unusual business activity all over the United States, and the largest measure of prosperity ever poured out upon any people.

The bank clearings reported from New York for that week aggregated handsomely over \$3,000,000,000. For the preceding week the figures fell a good deal below that mark and the corresponding week a year ago still further below.

When the bank clearings for a week pass the \$3,000,000,000 mark the use of funds is active, and that means that business is good. The season is not yet well under way, and therefore for the bank clearings to be quite up to normal is an excellent indication of good times.

Los Angeles stands in the percentage of increase in bank clearings as compared with the previous year at the head of the list, showing an increase of 16 per cent.

In the building industry, so far as actual number of edifices goes, month after month Los Angeles absolutely leads all the cities in the country, including the very largest. It is something to be ahead in percentages, but to actually outpace New York and Chicago as well as San Francisco and Detroit is not merely a feather in the cap of the city by the Sunset Sea, but all the plumes of the ostrich.

The railroad-car builders and also the locomotive builders of the different parts of the country report unprecedented orders for rolling stock and motive power for railroads. This means that the mills will be busy, both those that work in iron and those that work in wood, and confirms the reports as to the excellent condition of crops of all kinds.

It is an unusual thing in the Presidential year within a month of the election, and everything is uncertain. There is only one explanation of the fact, and that is found in the enormous crops that must be got to market and that must bring in streams, but oceans of capital to be redistributed by the farmers in buying new machinery and paying for the transportation of their crops, an enormous sum of money that goes into the hands of the laboring classes.

Let no man construe this prosperous condition into an argument that the people care nothing about politics or have no misgivings as to the ultimate ill effects of the election of a Democratic President. From all over the East, from the great center, come very disturbing prognostications by business men as to the stagnation to follow later on the turning of the national government over to be managed by the free traders and the party unsound in other economical theories. It is simply this. The vast crops sure to find a quick market at good prices give assurance that we shall tide over the winter and spring in good shape, but that will only bring us to the inauguration of the next President and the organization of the new House of representatives. Business men know that if things go wrong politically they will be in the end go wrong industrially, now as heretofore.

When Napoleon Was Expected.

[The Strand:] The belfry of Wrabness Church, Essex, Eng., looks more like an ancient manor house than a belfry. Its chief interest lies in the fact that it contains two huge saws made at the time Napoleon was supposed to be on the point of invading England. These saws were to be used for cutting down trees, with which the roads were to be blocked against the invaders. This, however, was but one of many means which were devised to repel the French. Perhaps better known are the series of Martello towers which dot portions of the southern coast of England, and the Military Canal, which runs from the sea to within a short distance of Hastings.

Colored Emphasis.

[Young's Magazine:] Can you find a better example of emphasis than this story told by Eddie Fox, is making good in "Over the River"?

"When a group of visitors was going through County Jail recently a burly negro trusty was to open doors and perform other similar duties for the visitors.

"How do you like it in here?" one of them asked. "Like it? Lawd, if evah Ah gets out o' back here so fer from town it'll take nine dollars to see me by postal card."



THE "Good Book" which men think contains the charter by which they exercise dominion over the lower tribes of creation, evidently holds the opinion that the dominant race has something to learn from those over which it exercises kingship. For does not the wisest king of men say "Go to the ant, thou sluggard, learn of his ways and be wise?" The Book also points to the sparrow as a source of wisdom to men. It is full of parables even about inanimate nature referring to the lily and the grass as objects from which lessons may be learned.

And well may men look to brute creation and learn lessons from their ways. That is the opinion the Eagle bird has formed from observation upon things it sees done among humans. I sit up here on my granite tower, and am constantly at a loss to account for the ways of men. They are so powerful in intellect, so superior in mind to the other tribes of creation, even to the Eagle tribe, which I hope it will not be considered conceit for me to think is the kingly race of all the feathered creatures of the skies. But I think we can teach men a great many important lessons, and that we are wiser in our generation than they are.

It has always been so since creation began and the spheres first made their music as they swung through space, a music so fine that even the human ear cannot catch its strains. The book to which I have referred says that when creation was completed all God's creatures sang a song of triumph, so glorious was the Maker's handiwork. We hear no more of that song today, and if the angelic choir sings, the notes are not heard by human ears.

If the media of communication between heaven and earth are interrupted, severed, destroyed, it was not the work of the brute creation, but of man himself. I hear men in the street below referring to the history of their own race. If I happen to light on the top of a big tree near the schoolhouse where a class is reciting



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Yet that is what this Vilhjalmur Stefansson explorer person dares to advocate in regard to the race of White Eskimos which he has discovered in Northern Canada. Barbarous creature! Can it be possible that he is so blind to the elevating influences of Culture, so dense to the radiating nobility of soul as found in the average Christian, that he can deliberately ask the government to prevent missionaries and educators from intruding into the happiness and contentment of a race that enjoys none of these things?

Honest and Virtuous. . . .

HE declares that this race is honest and virtuous and that their religion, such as it is, suffices for all their needs; that they are illiterate but extraordinarily happy and that quarreling is almost unknown!

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THE TAIN

LEANOR DEAR: You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair. It was a splendid success, and quite repaid us all for the trouble and work that attends such enterprises.

were a number of exceedingly stylish new suit suits and three-piece suits that reflected the most up-to-date fashions. One particularly stunning suit was of blue-gray cloth, made on modified double-breasted lines, with a smart little cutaway coat, which showed the Robert collar, narrow vest and cuff trimmings of red velvet. The vest fastened with small buttons and the coat with one large button. The skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suggestion of a pannier drapery. The hat worn with this costume was of gray felt, turned up in front and back with a high black aigrette.

The complete happy harmony in his hills near Rawlins. Robert John Randolph of the breaking of whom enormous years ago, is about to marry A. McLean, mother of his former Governor, who spent yesterday in the country for an indefinite



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And well may men look to brute creation and learn lessons from their ways. That is the opinion the Eagle has formed from observation upon things it sees done among humans. I sit up here on my granite tower, and am constantly at a loss to account for the ways of men. They are so powerful in intellect, so superior in mind to the other tribes of creation, even to the Eagle tribe, which I hope it will not be considered impertinent for me to think is the kingly race of all the feathered creatures of the skies. But I think we can teach men a great many important lessons, and that we are wiser in our generation than they are.

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If the media of communication between heaven and earth are interrupted, severed, destroyed, it was not the work of the brute creation, but of man himself. I have seen in the street below referring to the history of their own race. If I happen to light on the top of a tall tree near the schoolhouse where a class is reciting

human history, what is it all about? Is not every page a record of wars, tumults, bloodshed, groans of dying men, that the drum beats and the life swirls in vain to drown?

Oh, yes, I have heard of Mr. Carnegie and of the city called The Hague, and the peace conferences. But they come in history—whispers, and brokenly, through the rattle of musketry and the roar of cannon and are still interrupted constantly by the cries of the dying and the shrieks of the wounded. I am very well acquainted with the vauntings of you men about your latest civilization and your great progress in morals, religion and brotherly love. But it appears to me that you are all more or less Pecksniffian in your preachments, professions, prayers and all your talk about the millennium and the dawn of peace and the uplift of humanity.

You call this the twentieth century. Twentieth since when? Since the birth of the Prince of Peace. Are these twenty centuries less blood-stained than the twenty that preceded them? Is the history of England any less a record of wars and justified murders than that of Rome or Greece, Egypt or Babylonia? It is only the other day that the new century was born, the twelve years of it that have passed, will the records of it when they come to be written be all of peaceful progress and brotherly love and the things which should distinguish man from the beasts of the earth and the birds of prey in the air. In what kind of fluid shall the history of Mexico be written, as it is being made every day, if not in blood? And Nicaragua, Cuba, and Domingo? And what is the common subject of talk in Europe, Asia and Africa if it is not of wars and rumors of wars? You are making great progress in industrial machinery. The power loom and the spinning jack were once notable achievements of human beings. So was the locomotive and the engine that drives the steamship across the seas. But after all is said, in what direction does your genius run, and in what channels are your activities spent to the greatest purpose if not in the things that belong to war? Your passenger steamers and freight carrying ships would be remarkably great if they were not eclipsed by your dreadnoughts, built not for peace but for war.

If the sluggard is to go to the ant and learn the ways of the insect and be wise, the soldier among mankind should go into the woods and learn a lesson of tolerance and peace from the bears and lions, and look up to the skies and learn the same lesson from the hawks and eagles usually called by you birds of prey. There is not a beast of prey in the jungle nor a bird of prey in the air a hundredth part so rapacious as the lords of creation, the human race. I, the Eagle bird, have sat upon the top of a tall pine tree in the Yellowstone Park and smiled upon a dozen bears black, brown and cinnamon colored, all feeding together at the same heap of garbage cast out from one of the hotels, and there was just as good order, as much peace, friendliness and brotherhood among that assembly of beasts of prey as at the

tables in the hotel whence the garbage came, and where you lords of creation had feasted an hour before.

Oh, yes, I know what your own science teaches, that "nature is red in beak and claw." And that the beak and claw refer to the Eagle tribe. But no such streams of blood have ever run through the pages of natural history as have stained the pages of human history. I know the rhymes of your hymn writers about the "dogs' delight" and the bears and lions that "growl and fight." But it behooved old Isaac Watts to beseech the little children not to tear out each other's eyes, for whatever human fingernails were made for they have been used for the tearing out of eyes ever since man has lived upon the earth.

There is no such thing as war among the lower orders of creation. These orders are rapacious, but only to the extent of providing for their wants. Moreover, their rapacity is practiced upon alien races, not upon their own. No Eagle ever made war upon another Eagle for its prey or for its nest except under the direst necessity and driven by the sharp spurs of hunger. Even when we prey upon the finny tribes of the waters, the feathered tribes of the air or the fur-bearing tribes of the forest it is altogether and only for the satisfying of our hunger. Peace reigns undisturbed among all the birds and beasts of prey excepting when breakfast time or dinner time strikes. You humans have a dictum yourselves that self preservation is the first law of nature. That is exactly the law that governs the Eagle tribe in all its activities. We have more wisdom than you humans, for we do not make a curse of the activities of life. No wonder you have the legend in your good Book that teaches you that toil was put upon man as a curse. It did come with the fall of man from a higher and better state, a time when he lived a simple and therefore a happier life.

The sea might swarm with fish, the barnyard be alive with chickens, the fields full of lambs and kids, and no beast or bird of prey would scratch a scale off of a fish, tear a feather off of the domestic bird or a lock of wool from the lamb, unless under the stress of hunger. That is the law of the animal life, of the simple life, the happy life, and we of the brute creation, of the lower orders of being live it.

You humans are never satisfied. To quote your Good Book again, you "heap up riches and cannot tell who shall gather them." That is why you make wars, and that is why money, the measure of your wealth, has become the root of all evil. No beast of prey ever killed a feathered creature excepting under conditions entirely justifiable by the laws of its nature. No human war was ever waged on justifiable grounds, because it was done to acquire things you did not need and things you could not use.

Yours for Peace,



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That is what this Vilhjalmur Stefansson explorer dares to advocate in regard to the race of the Eskimos which he has discovered in Northern Canada. Barbarous creature! Can it be possible that he is so blind to the elevating influences of Culture, so deaf to the radiating nobility of soul as found in the average Christian, that he can deliberately ask the government to prevent missionaries and educators from entering into the happiness and contentment of a race that enjoys none of these things?

Smart and Virtuous.

He declares that this race is honest and virtuous and that their religion, such as it is, suffices for all their needs; that they are illiterate but extraordinarily happy and that quarreling is almost unknown!

Oh, Stefansson, just as though one could be illiterate and happy! Just as though life could be endurable without a dramatic section or a literary section of a woman's club. What you mistook for happiness was a mere cheerfulness that awaited but the coming of a woman's clubhouse wherein some aspiring Eskimo

mamma may look forward to reading a paper or something she looked up at the library yesterday.

As to their lack of quarreling, their honesty and their virtue, we ourselves could enjoy any of these attributes did we consider them worth having, but you must know as well as we do, that we have abandoned all three long ago as highly uninteresting and incompatible with comfort and amusement. Would you then condemn this poor race to an unending era of contented respectability? Perish the thought!

And Manliness!

YOU say their men are manly and brave. How can they be manly and brave if they have never admired a coy, fantastic footlight beauty and experienced the first thrill of audacity when they sent a note around to the stage door. How can they be manly if they have never learned the art of mixing a cocktail or of looking on at a baseball game four afternoons a week? Do they, I ask you, turn their trousers up at the hem in the latest approved "English manner"? Have they ever selected their collars with nice discrimination and tastefully acquired ties and socks to harmonize? Have they ever visited the barber-perfumer or the manicurist? If they have done none of these things, Stefansson, you cannot claim that manliness is theirs. Without these things, as every civilized person knows, they are mere animals, utterly lacking in the essentials of human masculinity.

A Horrid Thought.

ONE thing that we learn of this race is a shade disconcerting. Are you quite sure they were not really cultured after all, Stefansson? You see you did say that their marriages were on the Chalmers-Waahburn order, without the superfluous ceremony? If their marriage lasted a year, you said, it invariably lasted forever, but they were not necessarily binding in any way. Now, you know, we ourselves regard this arrangement as delightfully modern and advanced and all that sort of thing, and the really highly cultured people are the ones that advocate it the loudest. There was George Meredith, you know, and Shaw, and all those naughty French and Italian writers that form the world-famous Futurist Society—and I can assure you they consider themselves deucedly cultured and frightfully advanced.

Can it be that barbarism and culture are merely two sides of a circle and the advance of either is bound to end in confusion with the other? I call that an exceedingly unpleasant idea.

Manoel's Manifesto.

EX-KING MANOEL of Portugal is even younger than we thought he was, dear boy. Wasn't his manifesto the quaintest thing? "The flag of Portugal is still waving in my hand," says the dear lad, but it isn't a flag, Manny, it's Gaby's petticoat.

It's a pathetic little game of make-believe. Positively the most miserable life he could choose would be that of King of Portugal, and he knows it. Yet just because he feels it is expected of him, he keeps up the pretty pretense of wanting to reclaim his kingdom. It would be bad for him, bad for the people, bad for the kingdom and they all know it, but still they go on playing the game.

Hail, The Prince!

REALLY, the French republic competes very well with ourselves in the slushy art of title licking. His poor, dear parents, with many misgivings, sent the Heir to the Throne over to Paris for three months, in accordance with the wishes of the late King Edward. Paris was that flattered she hardly knew which end up she was half the time. Now he has returned home and every little silly thing that boy ever said about France or the French is being quoted ad nauseam in the Paris newspapers.

"I like talking French," said his Royal Highness—and Paris rocks with delight.

"I enjoyed my stay in Paris very much," hisped the poor boy, and Paris gurgles with joy.

"Everybody has been very kind to me in France," cooed the Prince, and Paris weeps in ecstasy!

I am sure they could not have done it better in New York.

Their Britannic Majesties.

WHICH reminds me. A fine, patriotic little lady of Riverside signing herself "An Englishwoman" thinks I'm perfectly horrid to poke fun at King George and Queen Mary and to "try to disparage them on every opportunity." "They are," she declares, "doing their best in the state to which it pleased God to call them."

Now, you know, I have never said anything as horrid as that. I would never dream of insulting them by saying that what we have so far seen was the best of which they were capable. My own opinion is that they will gradually warm up to their job and finish up their

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IS READY FOR REVIEW.

Dealers Say Close-Fitting Dressed Have Made Underskirts a Glorious Market.

Who's Who--And Why.

Noted Men and Women of the Southwest.

A MODERN BANKER.

TIME was, and not so long ago, when the nearest you could get to a banker was where the office boy or at most a receiving teller was. As to coming face to face with one of the officials, that was out of the question. In one of Horace's odes, the Latin poet refers to a proverb current at that time "What is unknown is great." So the great financial magnate surrounded himself with secrecy which he thought meant mystery, and in his mind mystery was greatness.

Money is not the rare thing in the world it used to be, and as banks have multiplied the banker had to get out and meet the people in order to get their business in competition with other banks.

Los Angeles has one of the largest savings banks in the country, known as the Security, into whose magnificent counting-room all the public may enter as they please, and there encounter without any obstacle any one of the officials except the president, and he is easily reached, too.

Among the officials one will see out in the open, ready to attend to the demands of the public as affably as a dry-goods merchant, is a youthful, pleasant-faced man who is vice-president of that big institution. He will discuss the weather or any other current event as amiably as if he had nothing to do, and will talk money with you in thousands, hundreds of thousands of millions, as easily as if it were pebbles on the beach.

Willis H. Booth was born at Winnemucca, in the little sagebrush State of Nevada, February 15, 1874. To look at his face one would think he was born ten years later. To all intents and purposes he is a Los Angeles boy, for he came here with his parents and other members of the family in 1884, when he was barely 10 years old, and here he went through the public schools, graduating from the High School, from which he went to the University of California, where he graduated in due time. It was not intended he should be a banker, but that he should practice the profession of the law, to the study of which he devoted three full years in the firm of Brisseau & Thomas, a law firm of standing at the California bar.

But though destined for the practice of this profession, Mr. Booth abandoned briefs and cases and went into business. It was a family affair with an office and warehouses up on North Main street which handled a good deal of heavy and complicated machinery. The back country of Los Angeles is noted for its mining industry, and nearer by for its oil industry. The whole section is honeycombed with artesian wells and gridironed with irrigation pipes. Manifestly the machinery business might well commend itself to shrewd business men.

Although that business prospered, about six years ago Willis H. Booth became a banker, connecting himself with the Equitable Savings Bank, whose interests he inherited, and whose business he increased for some five years. It has always seemed to me that Los Angeles had too many banks for its own good, and this view has within recent years been accepted as correct by bankers. Instead of multiplying these institutions the number has been growing less with recent years. The big Security Savings Bank has absorbed a good many little competitors, among them the Equitable, which became connected with the Security a year ago, and then Mr. Booth leaving the branch which was the old Equitable institution on the corner of Spring and First streets, moved to the big one on the corner of Spring and Fifth, where his activities are exercised day by day and where he is known as among the great substantial financiers of the city.

Willis H. Booth comes of British stock that has made England and all its colonies and the United States in all its ramifications great. Machinery is a part of civilization of today, and the inventive genius of the modern British stock, both at home and in all the colonies, has produced a great many inventions. In the mechanics of the day electricity is now supplying water power and steam, and in many things superseding both. The Booth family, with shrewd business instincts, early took note of this condition and embraced the opportunity with as much alacrity as a head long instructs us that "man embraces change."

Go up to Ontario on the beautiful mesa sloping down from the mountains, where Los Angeles and San Bernardino counties come together, and you will find a factory that turns out electrical machinery of as many shapes as old Proteus took in fable. This machinery is all for domestic uses, another indication of the Booth business shrewdness, for there are more electrical utensils used in the world than locomotives or railway engines, and every business man knows the enterprise which rakes in coppers, nickels and other coins is sure of success, rather than the one that deals in higher figures.

The California electric enterprise has a California name on every one of its productions. One is El Toro, another El Tosto, a third El Bollo, fourth El Bolo, fifth El Perco, and so on to El Eggo. As one reads the literature of this factory he is a dull fellow

if his face does not wreath into smiles as he thinks of Ed Townsend and his New York hero Chimmie Fadden. You know Chimmie's greatest expression was "wot t'ell." The housekeeper can use one of these electric devices made at Ontario by simply taking the electric bulb off of a chandelier and replacing it with the conductor from the cooking machine, and in an instant have a hot griddle on which to fry steak or bake pancakes, make muffins or warm up stew. After dinner just put the pot on the table and connect it with the current in the chandelier and in a minute you have a magic instrument producing black coffee right on the dinner table. At breakfast time the housewife without the intermediary of a cook or the protection of an apron may produce within ten minutes coffee, toast and eggs boiled, fried or in omelet form and not make a particle of odor except that savory and tempting one that rises from the viands, and there will not be a saucy spoonful of ashes or debris left behind.

Willis H. Booth is not without proper pride in his complete education, including an accurate knowledge of the law, nor in his business successes, including his present activities in connection with one of the biggest financial institutions of the country, but I think if I were a mind reader and got right into where he lives I would find his being wrapped up in the Ontario electric factory more than in anything else with which his name has been connected and to which his activities have been devoted.

"I Go, But I Return."

Oh, no, Mr. Classical Scholar, I have no Cataline and his career in mind. I want to talk here about a justly celebrated pastor of a Los Angeles church who is going abroad, and expects to be back before the rainy season sets in in 1913.

There are few ministers, priests or preachers better known than Rev. Arthur S. Phelps, D.D., recent pastor of the Central Baptist Church, who is about to spend a year away from this city in travel which will take him around the world.

Dr. Phelps is known as an author, preacher, lecturer, toastmaster and poet. He is a very forcible speaker with an eloquent command of language, a much sought-after lecturer, and one of the happiest presiding officers at a banquet among the people of Southern California, clerical or lay.

Arthur S. Phelps was born at New Haven, Conn., January 23, 1863. He was meant for literary work, for he spent twenty-one consecutive years in the perusal of text-books on literature, science and theology. His higher education was gotten at Yale College, from which he was graduated at the age of 26 years. He has B.A., B.D. and M.A. degrees, earned and bestowed upon him "in course" by his alma mater. His degree of Doctor of Divinity comes from our own Occidental College.

Being ordained an elder in the Baptist church the young preacher went to Colorado, where he held charges for ten years, mostly in the cities of Denver and Greeley. From there he came to Los Angeles in 1905 and took charge of the Central Baptist Church. His work here has been very successful, resulting in gathering a regular congregation which packs the edifice to overflowing, and which calls imperatively for a new and larger auditorium to accommodate the increased membership and attendance.

Dr. Phelps has been a student of more than books, for he has visited every State in the American Union and every Territory, including Alaska. He has traveled widely through the Old World, observing carefully the political, sociological and other elements of life wherever he has gone. His departure from Los Angeles about the middle of October is partly for purposes of rest, but principally to visit oriental countries, India and other parts of the world thus far little known to him, in order to gain a broader, more general, more intimate knowledge of humanity in its various races and nationalities.

Dr. Phelps is well known as a frequent contributor to magazines, as the author of a number of pamphlets on important subjects and as the author of a large quantity of graceful verse, including a number of hymns used in the various denominations of evangelical Christians. His literary tastes are manifest by a carefully-selected library of over 3000 volumes, including many specimens of old printing more than 200 years old, and embracing many of the masterpieces of English literature.

Dr. Phelps is a good "mixer," belonging to the Country Club, Clerical Club, Federation Club, and until recently the University Club. In his early years he was an athletic Christian, being an ardent player at football, which he thinks still in his mature years to be the greatest of all athletic games. No physical weakness or mollycoddle ever thought that about the athletic game which comes nearest of any to what Gen. Sherman said about war. At close to the half-century mark, and being a dignified member of the Baptist hierarchy, Dr. Phelps no longer bumps the pigskin on the barred field, but he is a diligent player of golf, and he is quite right, for it gives him plenty of hours in the open air, under the influence of the

sunlight, exercising his muscles and keeping the blood in circulation, thus keeping it charged with red corpuscles and so making not only his physical health but his mental processes clear and vigorous.

Non Corpore sed Virtute.

There are a great many very popular men among the railroad officials of the Great Southwest. These men are of all sorts of conformations, physically and mentally, some of gigantic frame, some entirely normal, among other members of the human race, but there is one among them, and one of the most popular of all, who is well known to be all right to those who know him, but in one way you have got to know him first, and that way is not the way of the bulldog, for there is not a bit of any kind of beast about the man. He is as mild as a girl, while being as firm as a rock. Few men would think to look at this railroader, small of stature, anything but robust of frame, with his sun-tanned cheeks and big lock of hair tangled down over his eyes, that there is anything like the manhood in him that develops as the occasion calls for it.

It is under the tangled lock of hair, from the kindly but keen, intelligent eyes, that one gets an inkling of what Col. Epes Randolph is. I have known Mr. Randolph for a great many years, and have often tried to get some story out of him about his own life. But the man is too modest and like a wary but game rainbow trout never would take notice of any bait I dropped in the pond where he lay concealed from the world.

I think he was born in Virginia and comes of the excellent stock of the Old Dominion, mother of Presidents, where Patrick Henry made his ringing speech, where the House of Burgesses really began the revolution, which furnished so many leaders in the revolution and some signers of the Declaration of Independence.

Epes Randolph must have begun railroading at an early period in his life, and he has belonged to more railroads than any other railroader with whose history I am acquainted, and the notable thing is Col. Randolph has always been at the top. It looks as if he must have gone into railroad work as general superintendent of some big system, jumping into the business as Minerva leaped from the brain of Jove.

If you consult the authorities you will find that Col. Epes Randolph first appears as superintendent and chief engineer of the Elizabethtown, Lexington and Big Sandy. Then he went to the Kentucky and South Atlantic, then to the Ohio and Big Sandy, where he was in 1891, and all the time as superintendent and chief engineer. He was with the Newport News and Mississippi Valley Company and Ohio Valley Company until 1893, and with the Chesapeake, Ohio and Southwestern during 1894, when on account of his health he came to Arizona and was appointed superintendent of the division of the Southern Pacific reaching eastward from Yuma, which he held during 1895 to 1901 both inclusive.

Mr. Randolph came to Los Angeles as his place of residence in 1902, as general manager of the Los Angeles Railway system and of the Pacific Electric, which had recently come into the control of Henry E. Huntington. But poor health made it impossible for Col. Randolph to remain out of the dry air of Arizona, so he became president and general manager of the Arizona and Colorado road, then of the Cananea, Yaqui River and Pacific in February, 1902. Later he was made president of the Gila Valley and Western, of the Maricopa and Phoenix and of the Salt River Valley. For several years he has been general manager of the Southern Pacific lines in Western Mexico.

One of the greatest achievements of Col. Randolph as an engineer was the saving of Imperial Valley from the Colorado River floods when that turbulent stream broke over its banks and threatened to inundate the rapidly-growing colony with its fertile lands, reclaimed from the desert in the country below sea level. Many attempts had been made to stop the break, and all had failed until Epes Randolph, with his indomitable nerve and engineering skill, undertook the task. He assembled an immense equipment of flat cars and motive power, an army of men, and then from the distant mountains he rushed trainload after trainload of immense rocks, which were dumped pell-mell in one-two-three order, until like a modern Monte Cristo he stood before the raging Colorado flood and might have exclaimed, but he didn't, "The world is mine." He might have paraphrased Byron's apostrophe to the ocean and said: "Flow on thou turbid flood, flow on to the sea, and leave the valley colony in peace." But he did nothing of the kind. He simply brushed the forelock back over his forehead, turned on his heel and went away to other big tasks as unconcerned and unreluctant as if he had merely lighted a big cigar and was walking away puffing the smoke over his shoulder.

Pierre Loti, the famous Frenchman, tells the truth so frankly that he is often accused of cynicism.

M. Loti, in an interview in New York, told the truth about the average man.

"Your country," he said, "is made up, like mine, of average men. The average man," he added, "is a man who thinks himself immeasurably above the average."

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IS READY FOR REVIEW.

Dealers Say Close-Fitting Dress Have Made Underskirts a Thing of the Past.

Climbing Up Poas. By Frank G. Carpenter.

Costa Rica's Volcano.

ALL ABOUT ITS VINEGAR LAKE OF ACID AND STEAM.

THE GREATEST OF THE WORLD'S GEYSERS, OVER TWO MILES IN HEIGHT—STRANGE EXPERIENCES OF A NIGHT ON THE MOUNTAIN—LOST AMONG THE EARTHQUAKE CRACKS—ROUGH RIDING WHICH OUTDID THAT OF ROOSEVELT—QUEER VEGETATION FREAKS OF THE TROPICS.

From Our Own Correspondent.

A LAJUELA (Costa Rica.) I have just returned from the hardest volcanic trip of my life. As a boy, before the cog railroad was built, I climbed up through the lava ash of Vesuvius and came within an ace of being killed by a change in the wind which

on the very top of the mountain filled with a sheet of blue cold water and surrounded by semi-tropical vegetation. It has another, which is as ragged and bare as the shores of the Dead Sea and down which you look into a lake of acid, from which shoots up the greatest geyser on earth. At times this geyser spouts every few minutes. At other times it is quiet for a long period and again it will throw a column of sulphurous steam thousands of feet into the air. About two years ago it shot up a great volume of mud, vapor and rock to a height above its surface of more than two and one-half miles. The distance to which the column reached was estimated at over 13,000 feet. At the top the steam spread out like a mighty umbrella over the mountain and stones as big as cannon balls fell, breaking trees and limbs and going deep into the ground. At that time there was an earthquake which threw down many of the buildings of San Jose, and

starting from there at 2 o'clock in the morning. I shall not soon forget that night at San Pedro. My flesh is soft from the spring mattresses which Uncle Sam furnishes at Panama, and the San Pedro had no board. There was no light but a candle, and so we lay down at about 8 o'clock. I counted the hours rung by the church bell until midnight, and then dropped off by taking the covers and laying them under me to soften the boards.

The Stars of Costa Rica.

It was just 2 o'clock in the morning when the guide called us, and half an hour later we had a cup of hot coffee and were on our way up the mountain. We rode at first through the starlight. We could see the Great Bear turned upside down as it seems to be here, at this hour, and also the Southern Cross at the other end of the heavens. The stars were wonderfully



Poas volcano. A little eruption column of steam about 300 feet high



Poas gold lake



Two craters of volcano of Irazu



A view inside Poas crater

threw some of the red-hot stones at my feet. I know the volcanic mountains of the Hawaiian Islands and have climbed up the famous Tenger, the largest volcano in Java, which has the Bromo, another live volcano, in its crater. I have seen Stromboli and Etna in eruption and have made something of a study of seismic conditions in the earthquake land of Japan. My other experiences, however, were nothing like the climb up the Poas volcano, which included a ride of more than fifteen hours in the saddle of a Costa Rican pony over what I believe is one of the wildest and hardest mountain trails of the world.

Poas and Its Geyser.

I doubt if many of you have ever heard of old Poas. Nevertheless, it is one of the most famous volcanoes of Central America. It belongs to the volcanic belt of Costa Rica, which includes Turrialba, over two miles in the air, Orosi at the extreme north end of the country, and Irazu, which is more than 11,000 feet high and has had a half-dozen eruptions, accompanied by earthquakes which have been felt in the city of Panama.

The Poas volcano has two or more craters, and each is over a mile in circumference. It has one which is

this was followed by a second earthquake several months later by which the city of Cartago was brought to the ground, and about 600 human beings killed in the ruins.

A Night at San Pedro.

The first part of our journey was not extraordinary for Costa Rica, but it would have been worth a description had it been made farther north. The party consisted of myself and stenographer, Carlisle Floeckher; my interpreter, Mr. De Soto, and a guide whom we picked up at San Pedro. We came from the capital, San Jose, to Alajuela on the railroad, a distance of about twenty miles, and there packed our outfit on horseback. We had raincoats, blankets and sleeping-bags, for we were expecting to lie out in the open with the winds of the Andes howling about us. We wore heavy clothing and had on our pajamas over our underwear and also chamois jackets inside our coats. Our blood is thin from our stay in the tropics and we needed all we had on when on the top of old Poas to keep us from freezing.

Very fortunately, however, we were able to dispense with our sleeping-bags by staying at a little inn at San Pedro, about two hours' ride from this point, and

clear. The Milky Way shone brighter than at home and the whole vault of the sky with its myriad points of diamond light fitted close down over the mountains. Indeed, the night was so beautiful that it reminded me of that line where in Marlow's Dr. Faustus he speaks of the charms of his lady love:

"Oh thou art fairer than the evening air,
Clad in the beauty of a thousand stars!"

But had Marlow been on Poas he would have had that thousand millions. The whole sky was peppered with stars, and each one seemed a planet.

Shortly after we left the hotel we had a magnificent view of this valley of the upper Andes, in Alajuela, San Jose and other towns lie. San Jose was lighted by electricity, and it seemed a great lake on the starlit expanse below us.

For the first few miles the road was fairly good. We passed through sugar and coffee plantations, by rude factories where with lamps or candles men were already grinding the cane. They start at 6 o'clock in the morning and at about 8 have juice to poll down for the day.

Climbing Up the Volcano.

So far all was peaceful enough, and as we rode

fully along on our Costa Rican ponies I thought of the remark of the British Consul at San Jose that the ride was a hard one, and I rather sneered at his judgment, saying to Floeckher: "Why, my boy, this is a cinch. It is like riding a rocking horse over the Washington asphalt."

I was soon to find my mistake. We shortly left the road and took a trail over the mountains. Senor de Soto, who I venture is a descendant of the man who discovered the Mississippi, and the guide, a peon named Roja, agreed that we had better take a short cut over the hills, as it was too dark to go through the woods. We did this, and came at once into a series of ravines and gorges so deep that we could not see our horses' heads in front of us.

In the meantime the clouds had obscured the stars, a mist rose, and the cliffs seemed to extend up on all sides. We forded several streams, and I was warned to put only my toes in the stirrups lest in case of a fall I should be dragged. We climbed up hill and down, and finally came into a canyon, which seemed exceedingly perilous. Out of this we crawled up into the open, where a stiff wind was blowing. The region was wild and hillocky. It was seamed with earthquake cracks and gullies down which the horses would almost go on their noses, and up which they would climb like the conies of the Alps.

Lost on Mt. Poas.

All this time it was growing darker and darker. The land was full of stumps and down timber, and the guide, who was scrambling along upon his bare feet, fell again and again. I could keep track of him only by his white straw hat, which he carried in his hand. This made a faint light for a time, but at last even the hat was invisible. Then, to crown it all, the man stopped and said he had lost his way. He advised us that we had better wait there until daylight, as some of the earthquake cracks were exceedingly dangerous. He said, however, that the path could not be far off, and I insisted on our trying to find it. I got off my horse and tried to make my way over the gullies and the fallen trees and stumps, but I was more often on my face than my feet. I soon became winded and then concluded I would rather die on the back of a horse than on foot. So I got on again and thrashed my steed into action. Then the saddle girth broke and I slid down to the ground. Floeckher lost first his hat, and in trying to find that his horse disappeared and he went along for a time upon foot.

After a while we got the horse and started on again, finally reaching a path on the edge of the woods after many climbs over logs. The wind had now died away and the guide used a candle, by which he finally brought us through gullies to a shed known as the Lecheria, perhaps two hours from the crater.

It was now daybreak, but the clouds were thick on the volcano and the mist fell in drops like rain. It is strange how one's mind works at such times. My memory went back to the lessons of my boyhood, the committing of which one of my ancestors, a sainted United Presbyterian doctor of divinity, enforced upon his children to the second and third generation; and I found myself rehearsing parts of the twenty-third Psalm, Rouse's version. You may remember the verse.

"Yes, though I walk through Death's dark vale,
Yet shall I fear no ill!
For Thou art with me, and Thy rod
And staff me comfort still!"

I also hummed that other fine Psalm, which seemed to just fit into the occasion:

"I to the hills will lift mine eyes,
From whence doth come mine aid.
My safety cometh from the Lord,
Who heaven and earth hath made.
Thy foot He'll not let slide,
Nor will He slumber that thee keeps
The Lord that keepeth Israel
He slumbers not nor sleeps."

Indeed, it would need the Lord to keep any man's foot on the mountain of Poas, if he had not one of the little Costa Rican ponies to lift him up and down.

A Ride Which Would Surprise Roosevelt.

I should like to see Theodore Roosevelt try that ride. I am accustomed to the saddle, and usually make an aggregate of 1000 or 1500 miles every winter over the bridge paths about Washington or in the mountains of Virginia. They are the smoothest of polo grounds compared to our scramble up this volcano. The ride by daylight was even worse than that in the dark, for here we could see the dangers before us and the trail was far rougher. It was right through the mighty woods, and the greater part of it consisted of steps cut out of the precipitous hills, so slippery and muddy that the ponies at times put their feet together and slid going down them. No American horse would have risked it, but these Costa Rican ponies are like goats, and they seem to use their heads in their climbing. I verily believe, with the aid of Bedouin guides, that they could easily make their way up the pyramids and Floeckher, who has never ridden before, says that he will bet money he could ride his horse up the steps inside the Washington Monument or go on the trot down those of the national Capitol. I doubt not he would. In some places the steps up and down are of the height of a table and often they equaled that of a chair.

THE FAIRY

LEONOR DEAR:

You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleven-hour preparations for our church fair. It was a splendid success, and quite repaid us all for the trouble and work that attends such enterprises.

Miss Brown and I had charge of the fancy table. That, you know, is one

were a number of exceedingly stylish new coat suits and three-piece suits that reflected the most up-to-date fashions.

One particularly stunning suit was of blue-gray cloth, made on modified directoire lines, with a smart little cutaway coat, which showed the Robert-pierre collar, narrow vest and cuff trimmings of red velvet. The vest fastened with small buttons and the coat with one large button. The skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suggestion of a pannier drapery. The hat worn with this costume was of gray felt, turned up in front and faced with scarlet velvet. It was trimmed with a high black aigrette, made

of many brilliant feathers, and was set with a large diamond brooch. The shoes were of black satin, with a high, pointed toe, and a small, black, velvet bow at the back. The stockings were of black silk, with a small, black, velvet bow at the back. The gloves were of black silk, with a small, black, velvet bow at the back. The jewelry was of black silk, with a small, black, velvet bow at the back. The hair was styled in a high, pointed bun, with a small, black, velvet bow at the back. The face was powdered with black powder, and the lips were painted with black lipstick. The hands were painted with black nail polish. The feet were painted with black shoe polish. The whole outfit was a masterpiece of black and white.

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At the Crater.

Nevertheless, the only time the horses held back was when we came near the crater. The air there was full of brimstone, and they objected to the sulphurous fumes. Many people do not ride near the crater for that reason, but we kept on the edge of the abyss and made our way along it over a path covered with white volcanic ash. At the same time a strong wind was blowing from the lake of sulphur below. It sent the brimstone into our faces, and it was only our raincoats that kept us from being drenched by it.

Indeed, we did not have the best view of the crater, and there was no eruption during our stay. The crater is about 1000 feet deep, as we could see when the clouds lifted. Its walls are steep, ragged and seamed. At our first coming it was one great bed of clouds. A little later we could see the gorges in the sides covered with pumice and volcanic ash, and could make out the lake of sulphurous acid lying below. This lake is yellow at the edges and a yellowish green scum covers the center. There is always some smoke coming out of its surface, and in an eruption from near the middle the whole lake seems to burst into the air. The noise is accompanied by rumbling, and as I have said the volume of vapor often carries with it mud and stones. The vapor often assumes the shape of an umbrella, and the ashes have been carried far out in the Pacific Ocean. On fine days it is possible to get down into the crater lake, but this was not so during our stay.

Leaving the active volcanic lake, we climbed a thousand feet further up the mountain to the Laguna Fria or cold lake, and there stopped for our lunch of jam, crackers, canned tongue and biscuits. The upper lake is of about the same size as the acid crater below, but the water is as pure as that of the Adirondacks, and without a sour taste. The water of the first crater tastes like strong vinegar.

In the Tropical Mountains.

I wish I could show you the vegetation through which we rode on our way over Poas. The mountain is covered with magnificent trees, some of which are as big around as a hogshead, and 150 feet high. They are mostly hardwoods, and are knotty and gnarled, with limbs twisted about in every direction. The air is so moist that the trunks are covered with moss of bright green an inch or so thick, and great beards of frosted silver moss hang from some of the branches. When the sun shines upon these they seem incrustated with diamonds.

And then the bamboos, the ferns and the palms! There were ferns of a hundred varieties, some as fine as the maidenhair and other tree ferns, each a single stalk as big around as a man's arm at the biceps, rising to a height of fifteen or twenty feet and bursting out into lace-like green fronds at the top. There were gorgeous flowers the names of which I know not. One made me think of a cross between our goldenrod and the sunflower. The blossom of this on its long stalk was even with my eyes as I sat on my pony. I pulled some now and then. The scent was delicious.

Among the floral beauties were the orchids and other air plants. There were tens of thousands of bushels of these aristocrats of the plant world to be had for the taking. They covered the dead limbs and nestled in the joints of the live ones. Many of the trees were entirely covered by them, and in some places the orchids were in flower, forming a mass of purple, yellow or white blossoms of the most exquisite shapes. There were also lianas, which fell straight from the branches hundreds of feet and rooted themselves in the earth. There were thick vines which wrapped themselves around the huge trunks as the snakes wrap the Laocoon in the famed statue at Rome. Some of the vines had varnished leaves like the holly and some bore flowers.

The mist added to the beauty of the woods, and the perpetual dripping from the trees reminded me of the wonderful rain forest of the Victoria falls on the Zambesi, the African Niagara. There were also open places during the ride, and at these the sun came behind us and painted little rainbows on the mist. Some of the rainbows were not more than 200 feet long and I felt like whipping up my pony to find the bags of gold at their ends.

At a Costa Rican Dairy.

Coming down the mountains, we stopped at the Lecheria, outside which we had expected to sleep in our bags or, in case of rain, to have taken a bed on the boards within. It is lucky that we chose San Pedro. The rooms were filled with dirty cows and the floors were unspeakable. A suckling calf was tied on the porch of the shed, and near it a razor-backed hog slipped sloop while we sipped our coffee. The milk was scarcely sanitary and the shed was not as good nor as clean as the ordinary pig pen of our country.

We made our way from here down to San Pedro, and there had a fairly good dinner. It consisted of soup, an omelet, a roast chicken, a custard and a cup of hot coffee. The soup was of cheese, macaroni, rice and eggs all mixed up together, and the omelet was somewhat flat and a bit leathery. The meal was sauced with hunger, however, and it was not at all bad after our long, long day in the saddle. We slept there that night, the boards in some magic way changed by the fatigue of the ride into comfortable beds, and in the early morning rode back to Alajuela, where we now are.

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October.

October days are days of dreams of the past and future blended. The brain is hazy as is the atmosphere. Look at the sunset across the broad prairie, all a crimson mist. The golden rays of light have gone, and the sun hangs over the horizon a fiery ball. But for the soft intervening mist, would it burn up the world? No wonder the trees in the forest lands turn red and gold.

Here the prairie dogs see the October sun and know that it is time for them to begin work. They quickly change the flat lands they claim into a miniature volcanic region. They bank the fresh-scratched earth around their holes, forming shapes that resemble extinct volcanoes with open craters. The lazy rattler and the shivering owl intrude upon them for winter quarters, but never help the busy little dogs to carry in the stolen grain and sweet grasses they are harvesting. The wood lice, too, have made their plastered homes on blades of grass, and twigs.

The broad prairies are turning brown. October is whispered by every breeze. All things heed the warning word except the thoughtless grasshoppers which hop here and there or sit on gauzy wings, tasting everything that is still green; laughing as they go at the care-taking ants that work on so patiently. The butterflies and bees have flown. The summer birds are on the wing for distant lands; but flocks of emigrants from other States are lingering here. On every stream the ducks are quacking, and that dark, V-shaped line against the blue is wild geese flying so high that their brave pilot looks like a dot on the sky.

October dreams carry us back to another land, a land where tall trees grow and mosses cover the damp, rich earth.

Listen to the almost silent sounds that an hundred kinds of busy forest bugs are making, as they, too, heave in their coal and gather food for the winter time. A squirrel takes his corkscrew path up the hickorynut tree, then like a young aviator his bushing tail for steering gear, he flies through the air from tree to tree, each one a retreat from coon or opossum dog.

Only last night the third frost fell. The negroes are chuckling and singing, "Three frosts in dis October; 'simmons is sweetenin', chestnuts a-draping—'possums and 'coons soon be fat shure's yo's born."

"Them wood critters knows what to set dey teeths in; dis nigger knows what he gwine to set his teeth in too; but de 'coon he grins at me, sayin'."

"Look a hayh, nigger! you got to ketch me fust. 'Possum he layin' dead 'nough to spile. Humph-bun-oh! don't you blebe dat 'possum lie."

To the croon of the banjo picking and the rhythmic double shuffles knocked off by a dozen pickaninnies, bobwhite keeps whistling now that the brown leaves have fallen and are making for him a hiding place, safe even at the huntmen's feet. October leaves are turning brown. A mournful wind with a death chill in it blew last night. This messenger from an icy land brought news that the melancholy days are coming soon. The sky of this late October day sheds tears. The little brown birds twitter pitifully, the grass is seared, the soft-eyed cattle huddle together and the little calves forget to play. All nature seems to know that November days are almost here, those bleak, gray days.

There is yet another land, a land of bright sunshine, a land where dreams come true, and October's browns are changed to vivid greens:

AFTER THE FIRST RAIN IN CALIFORNIA.

A rain has fallen softly all the night,
And morning's air is sweet with perfumes rare
From nature's freshened growth. Bright drops of rain
Sparkle in myriad lights on grass and flowers;
And raindrops, too, the wanton winds shake down
From off the trees, as branches sway, and leaves
Are quivering in responsive ecstasy.
See how the drifting rain-clouds break against
The blue! Touched by the beams of bright sunshine,
They rival winter's snow. The jubilant
World seems filled with echoing songs of birds,
And human nature thrills in harmony.

MADGE E. ANDERSON.

Increase of Divorces.

In the (continental) United States, says the Living Church (Milwaukee), the divorce rate has risen from thirty in every 100,000 in 1870 to eighty-five in 1906, and is estimated at 100 in 1910. Except for Indiana and Nevada, California has the highest ratio of any of the States. By geographical sections the ratio of divorces per 100,000 inhabitants has increased from 1870 to 1906 as follows:

North Atlantic States from twenty-six to forty. South Atlantic States from eight to forty-three. North Central States from forty-five to 109. South Central States from eighteen to 117. Western States from sixty-five to 150. Pacific States from sixty-eight to 156.

Thus no part of the United States has been free from the growth of the evil. Yet when we compare the figures of Japan, we find that the evil is there a diminishing one. The number of divorces in Japan has fallen from over 124,000 in 1897 to about 60,000 in 1908; the ratio per 100,000 of population from 287 to 122. Not only have the divorce ratios of Japan and the United States nearly met, but the ratio in our western and Pacific States is now much worse than the ratio in Japan. Why is it that Japan can stem the tide of this grave social evil, and the United States cannot?

IS READY FOR REVIEW.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Glut in the Market.

forest the patrolman's headquarters camp is equipped with a telephone connected with the district ranger's headquarters and with a lookout station commanding the division. He has two fixed routes, one up the country and one down. At the end of each route he can report in by other phones. Each morning he reports both to the lookout and to the district ranger which route he is going to take. This leaves him out of communication only a very few hours each day and both the lookout and the district ranger know where he is all the time.

Drawing up the division plans automatically locates the improvements essential to their proper working. Thus, if it is decided that such and such meadow is logically the patrol headquarters for a certain division, it follows that arrangements must be made to house the men, furnish him tools, feed or pasture his horses, and get him in communication with the nearest lookout and the district ranger.

The determination of the divisions, the assignment of patrol routes and patrol headquarters, the completion of the means of communication, and the selection and equipment of lookout stations may be said to comprise the control system. When this is complete, the next step is to perfect arrangements for fighting the fires that occur.

When Fire Breaks Out.

Of course every patrolman becomes a fire fighter immediately on the outbreak of any fire in his vicinity. The patrolmen, together with any permanent fire crew, improvement crew, reconnaissance crew, or United States troops that may be stationed in the district make up the "regular" force of fire fighters. This district ranger should figure out in advance the number of regulars he must assemble at a given point in sufficiently quick time to check a fire in its incipency. If every patrolman or other regular, immediately and without orders, quit his division and hurried to every fire he saw or heard of, the result might be a surplus of men on a fire already held under control by the district regulars and volunteers. On the outbreak of a fire, the regulars in a division where it occurs proceed to it immediately, and all other division patrolmen who are not near or hear of it proceed as rapidly as possible to the nearest point of communication with the district ranger, report to him and wait for orders. Disastrous results may follow the concentration of all regulars at one point in the district and the consequent abandonment of outlying divisions.

But just as the standing army could not cope unaided with a foreign invasion, so the force of regulars in any national forest cannot handle the fire situation without volunteer help from citizens living in or near it. The district ranger must study out this resource before the War Department keeps tab on the strength and equipment of militia organizations throughout the country. Each settler or stockman who is a resident in the district during the fire season is spotted on the

map accompanying the district fire plan. The number that can be assembled at a given point in a given time is worked out, and it should be also determined in advance just what fire-fighting equipment each one habitually keeps at his camp. If, for instance, a fire occurs near a certain cow camp where the district ranger knows the owner, who keeps on hand a supply of tools and food sufficient to maintain a crew of ten fire fighters on the line for three days, and if he knows also that he can secure three pack horses at this cow camp, he can rush a fire crew into this locality, establish a base camp at the cowman's camp, and save possibly two days that might be necessary to transport tools and supplies into this country. It goes without saying that the cowman will be immediately reimbursed.

Calling for Help.

Before the fire season opens a definite understanding is reached between the supervisor or the district ranger and all sawmill operators or construction superintendents within the district as to just the circumstances under which their crews will be called upon to fight fire, how far they will go from their work, and the compensation the men will receive. Misunderstanding and friction have occurred because such points were not settled in advance. The terms of pay, transportation, and subsistence should also be understood in advance by all possible volunteers.

Just as important as an advance inventory of all available volunteer fire fighters is an advance inventory of all possible means of transportation and bases of supplies. Lists should be made showing the location of all horses, pack outfits, and wagons in the district that it is possible to hire at need. The ranger should also list the country stores from which supplies and tools may be obtained, and satisfy himself that their stock is adequate. If it is not, he may be able to induce the proprietor to increase it.

This much for the mapping of a campaign in advance. With all resources known for the big fight that may at any time become necessary, it then devolves upon the ranger to maintain an eternal vigilance that the fire may be discovered while yet small and attacked before it has gained undue force.

The ranger in fire season has certain territory to cover regularly that he may assure himself that there are no fires starting. In his rides abroad he touches at points of greatest elevation and from them looks out over the country under his care to see that no column of smoke is giving warning of trouble ahead. In the beginning the crests of mountain ranges, isolated mountain peaks and such natural points of vantage were made use of for this purpose. As the forest protection idea developed it was found that nature had not provided lookout stations at all points where they were needed. Even in the West there might be vast areas that were comparatively level and that could not be viewed in this way. In other places even the mountain tops were densely covered with timber and there was no outlook from them.

Building Lookout Towers.

It was then that the artificial watch tower of the forest began to be developed. The first one was built in Arkansas, where the timber land of Uncle Sam is so level and so well set in its growth of trees that the rider rarely sees a hundred yards in any direction. Here the rangers used to climb to the very tops of the tallest trees they could find in an attempt to view the surrounding country.

Then the idea was originated of building a watch tower that would overlook the tops of the trees. A few of these, built of lumber, were put up. The windmill tower suggested its counterpart for this service and soon the government was having steel towers made for this particular purpose. So it comes to pass that the forest ranger is building for himself these slim-legged, steel watch towers in the mighty solitudes of the forests and from them keeping watch of the fire danger on the land for which he is responsible.

Many well-regulated forests now are supplied with numbers of these watch stations, they being not over expensive. The rangers, starting from a central headquarters, ride each day to these stations and take observations. The stations are connected by telephone with headquarters, and when a fire is seen a report may be immediately made and headquarters may immediately start the battle of its extermination.

Aside from the telephone each station is provided with a mounted map. With this map before him and his position indicated on it, the ranger can immediately determine the exact direction of the smoke and this station sends in a similar observation. He knows it lies in a certain line. He can see that it lies beyond certain landmarks and nearer than certain others. Still he is unable to determine its exact distance from him and therefore its exact location. He, however, telephones the exact angle of its direction to headquarters. By this time a second ranger in another tower has probably seen the smoke and this station sends in a similar observation. The man at headquarters merely continues the lines of direction that the two observers have reported, and when these meet he has the location of the fire to a mathematical certainty. He is able to send his regulars and volunteers direct to it by the shortest possible route.

Since the great fires of 1910, leaving behind their roster of nearly a hundred lives lost in fighting forest fires and a financial loss to the government and to private individuals amounting to many millions of dollars, Congress has been comparatively liberal in providing funds for this work. Last year an emergency fund of a million dollars was provided for fire fighting. But a small amount of this was, however, used, and this year there are two special provisions for fire fighting, one of \$200,000 and one for \$150,000. With this money, with developing preventive arrangements, and with increasing knowledge of campaigning against this new enemy, Uncle Sam is beginning to feel himself somewhat prepared to fight the red demon in the woods.

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The Odds Are Against Every Man. By Herbert Kaufman.

(Copyright, 1912, by Herbert Kaufman.)

Yes, the odds are against you. Divided by the world's grasping, gasping millions, your chance of realizing any opportunity is reduced to a microscopic fraction.

Whenever you yearn, whatever you learn, wherever you turn, there are thousands who are waiting, studying and seeking for the one thing and place.

No matter how earnest, splendid and persistent your endeavor, there is never a certainty that you will succeed.

You can calculate the percentage in poker, roulette, baccarat and faro, but you'll have to gamble with Fate on her own fantastic terms.

Life gives no man a guarantee. The future holds all conceivable sorts of promises, but there's no surety of their fulfillment.

Tomorrow is an inexhaustible warehouse, jammed and crammed with fortune and fate.

Progress is prepared to fill any order that imagination can specify, but nobody can assure you when or where or to whom delivery will be made.

Existence is a Titanic lottery with a hundred blanks to every grand prize.

Estimating the fulfillment of your hopes upon a purely arithmetical basis, the adverse percentage is staggering.

Realize this fact. Burn it into your brain

—no man can do anything worth while until this fundamental point is so perfectly clear that it pricks him to vigorous action.

You aren't worth a tinker's dam while you underestimate the struggle for survival.

Your hour on this earth is mightily short. You haven't a moment to waste.

A calendar sheet is a sight draft on the bank of possibility. Your most valuable and your most perishable asset is time.

Cash in while you can.

This is the day to do it. With a whole universe competing against you, you can't safely squander one bit of wit or grit. Any form of ambition is a challenge as well as a proclamation.

The instant you declare yourself for advancement—prepare yourself for opposition.

You'll neither be nor have the best until you show title.

But that's your advantage—you'll grow strong as you fight along—the combat will force you to utilize the last surge of force and the ultimate throb of brain. Will, as well as skill, requires constant exercise.

The whetstone is unyielding to the steel, but it edges the blade. Soft substances and easy circumstances don't sharpen.

Brains as well as tools grow dull without grinding and friction.

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You can't relax or surrender. Your allotment of minutes won't permit spend-thrift.

Hesitate and you'll be shoved aside. The line behind keeps lengthening and the men behind keep strengthening, and every tick and tick of the clock spills a second that can't be replaced.

Michigan's Peppermint Crop.

[Cassopolis correspondence Detroit News:] Heavy rains have damaged the peppermint crop of Cass county \$50,000 to \$75,000. The plants were robbed of a large part of their oil. Plants cut and distilled before the recent rains distilled one-half more than is being yielded by them now in the process of distillation.

A. E. Beebe of St. Joseph, who with his sons is the largest producer of essential oils in Michigan if not in the country, estimates the value of the Cass county peppermint crop at from \$100,000 to \$125,000.

There is \$15,000 worth of peppermint oil in storage in the vaults of the S. W. Jones Exchange Bank here. The oil is not only valuable, being worth \$2.50 a pound, but very inflammable, hence its vault storage. The fumes of the oil are so pungent that they penetrate the fireproof walls of the vault and give the air in the bank an aromatic tang.

[London Chronicle:] Robert Browning's great hopes for his son were not fulfilled. One of the pet's disappointments was the rejection of a statue by "Pen" sent to the academy in the '80s.

Though Pen Browning's statue was rejected, two or three pictures painted in Belgium, clever in a hard, realistic technique, but very far from beautiful, were hung at the academy. Browning was sensitively anxious about the reputation of these works. On one occasion when he was showing his son's pictures on a studio Sunday, he said to a friend who mentally noted the saying with its rather strained modesty: "You see, people expect so much from him because he had a clever mother." One of the pictures, by the way, represented an exceedingly large pig. There was no kind of impression about it. It was a pig seen through no temperament at all.

IS READY FOR REVIEW.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Glorious Failure.

Uncle Sam's Sailors Fed by Electricity.

By Rene Bache.

On the Pennsylvania.

NEW AND REMARKABLE CULINARY METHODS ADOPTED.

ELECTRICALLY-OPERATED MACHINES FOR PEELING POTATOES, MIXING DOUGH, SLICING AND GRINDING MEATS, CUTTING BREAD AND BUTTER, MAKING ICE CREAM AND WASHING DISHES—THE PROBLEM OF THE NAVY BEAN—A FAMILY NUMBERING 13,000 TO BE PROVIDED FOR—KEEPING FRESH VEGETABLES IN CAGES.

THE new 30,000-ton battleship Pennsylvania, the keel of which is about to be laid, will be, for a while at least, the biggest and most powerful fighting craft afloat, and by all odds the most completely equipped.

markable mechanical contrivance. It is simple enough, consisting of a large sheet-iron cylinder, in the bottom of which a horizontal disk revolves. The top of the disk and the inside of the cylinder are lined with the abrasive substance called "carborundum," which, with a surface like sandpaper, serves the same purpose much more effectively.

The potatoes are poured into the cylinder through a hopper at the top, and, an electric motor being started, the disk geared to it by shaft and belt, rapidly revolves. Whereupon the "murphies" are thrown violently about, and in less than a minute they have lost every particle of their skins. It is not exactly a peeling, but a scraping process, and decidedly more economical than hand-peeling. When the potatoes have been removed from the cylinder, the "eyes" are dug

to the contrivance which will cut up all the butter into neat little "pats," and which is likewise operated by an electric motor.

The daily consumption of corned beef, ham, and especially bacon—the last always a favorite article of diet with sailors—is necessarily great on such a huge battleship as the Pennsylvania. All of this meat will be cut by an electric machine with a big fly-wheel and a shaft running under and geared to a small platform on which the beef or bacon is placed. The arrangement is such that the piece of meat is forced steadily against a huge revolving knife, which resembles a circular saw without teeth, and thus is automatically reduced to neat and appetizing slices.

To supplement the devices already described, there will be what is called a "utility machine," which has about a dozen different attachments, readily adjustable. Thus, as happens to be required, it will mash potatoes, mix cakes, beat eggs, or perform quite a variety of other tasks. Needless to say, it is run by electricity.

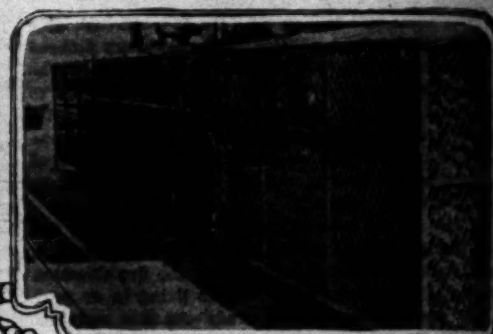
Likewise electric will be the great ice cream freezer. On Sundays and holidays there will be ice cream for all hands, and not less than sixty-five gallons will suffice to go around. Hence it is not surprising to learn that the apparatus on board the Pennsylvania will be operated on a principle very different from that of the ordinary household contrivance. The cream and other ingredients, poured into a funnel, will fall through it upon the outside of a receptacle containing a freezing fluid, supplied from the refrigerating plant. More accurately speaking, the receptacle in question has a



Rear Admiral General T. J. Cowie, who feeds the navy.



Electric potato peeler.



Vegetables stored in cages.



Electric dough-mixer.



The crew at dinner.

One gets a better notion of the size of her when it is explained that her personnel will number 1009, including sixty-three commissioned officers. She will, as a matter of course, be fitted up as a flagship, with separate living quarters for a fleet commander.

Perhaps, however, the feature of her outfit that will possess the greatest interest for every-day folk is the food department—not so much because of the importance attaching to the feeding problem as by reason of the remarkable, up-to-date, and almost ahead-of-date ideas and contrivances to be utilized in this connection.

Not even the most modern and most palatial hotel equals in this respect a battleship such as the Pennsylvania. To say that all the cooking on board of her will be done by electricity is merely to make a descriptive beginning. Practically the entire business of preparing the edible supplies for mess consumption will be accomplished by the use of a series of ingenious machines, most of them highly novel in character and every one of them electrically operated.

Lightning Potato-Peeling.

For example, there will be the potato-peeler. To peel by hand enough potatoes to feed 1009 people would be a big task, but the problem is easily solved by this re-

out of them with a knife. It should be further explained that while the disk whirls and the "spuds" bounce about, water pours into the receptacle in a number of jets, under pressure—passing out at the bottom through a pipe, a foamy pulp, and carrying with it the debris of the skins.

All of the bread eaten on board of the Pennsylvania will be made by machine. The flour and other ingredients, poured into a hopper, will fall down into the electric dough-mixer below. All that remains to be done is to turn on the "juice." A meat-grinder, similarly operated, consists of a hopper, to receive the raw materials, with keen-edged knives revolving beneath. This latter contrivance will be used for many purposes, such as sausage-making, preparing stuffing for turkeys and chickens, grinding Hamburger steak, chopping carrots for soup, etc.

Electrically Driven Bread Knife.

All the bread will be cut by an electrically-driven knife. Think of the enormous quantity of bread consumed daily by 1009 hungry men—at least a loaf a day for each person—and of the time and labor required to cut all those loaves into slices in the ordinary way! But the machine does it automatically and with a marvelous celerity. The same remark might apply

double jacket, and the mixture passes between the jackets, making its way out at the further end (the process being continuous) through a spout into which are put into cold storage until the ice cream is wanted.

Wonderful Dishwasher.

Think of the vast number of dishes to be washed every day for a family numbering 1009 personnel! The task would be formidable indeed, were it not for the help of a wonderful machine, provided with electric metal baskets of suitable shape for holding each class of crockery, glassware, knives and forks, etc. The contrivance, of course, is electrically-driven, the baskets being agitated in hot water to accomplish the cleaning of their contents. But the hot water is supplied by live steam, so that not the slightest particle of grease escapes removal, and the dishes are at such a temperature when they come out that they dry immediately, without requiring to be wiped.

Everything that has to do with culinary operations on board the Pennsylvania will be adapted for saving as well as for cleanliness. Electricity will be the only fuel used, there will be no ashes or coal. Furthermore, the galleys (or kitchens, as we would call them) will be cool—a very important point on a

ship, especially when cruising or in port in tropical latitudes. In ordinary households electricity cannot be economically employed; it costs too much. But on a battleship there is an immense electric installation. All of the machinery on a modern fighting vessel is run by the "juice," which even turns the turrets. There is electricity literally "to burn," and the slightly greater "load" required for the cooking does not count.

Incidentally, the cooking arrangements are very slightly. There is a spotlessness about everything which might well excite the admiration and envy of any careful housewife. The electric ranges and bake ovens are of a silvery hue, being painted with aluminum paint. Every bit of exposed metal is highly polished. The galley floors are of white tiles. All the vegetables, soups, and boiled meats are prepared in huge copper kettles, double-jacketed. They do not have to be put on a stove, the cooking of their contents being done by steam that passes in between the jackets. In the crew's galley of the Pennsylvania there will be eight such kettles, each of them holding from sixty to eighty gallons.

Such kettles are always kept beautifully burnished; they are attractive objects to the eye. So likewise are the great coffee urns and tea urns, which are similarly double-jacketed, steam being relied upon to do the boiling. There will be steam tables of polished copper, like those in use in the most modern hotels, with pipes beneath to supply heat to the huge copper pans containing eatables of different kinds. To get the food hot to 1009 men is a difficulty that could be solved only by the help of steam tables; for it should be realized that it takes a long time to prepare a meal for so many people. Preparations for breakfast are begun at 4 o'clock in the morning.

Scientific Storage.

All the food supplies on the new battleship Pennsylvania will be kept and stored in accordance with the most scientific and up-to-date ideas. The fresh vegetables will be stowed in great wire cages on the superstructure deck, in order that they may have plenty of light and air. When frost threatens, the cages will be covered with tarpaulins. In freezing weather, of course, it would not do to store such perishable products in this way, and they will be placed in the "cooling room" of the cold storage plant, where the temperature is just above 32 degrees Fahrenheit.

The ship will have two big flour rooms, in which nothing but flour will be stored. It will also have separate rooms for coffee, for tea, for tinned vegetables, for tinned meats, and so forth. Such an arrangement makes the supplies easier to get at when they are wanted. It should not be supposed, however, that a war vessel carries enough food to last for an indefinite period. No fleet nowadays goes out without two supply ships, which might be described as enormous floating refrigerator plants, with storage compartments not only for meats, but for vegetables, eggs, and other

The Development of Whales.

[Youth's Companion:] The study of fossils and embryos has succeeded in proving, says Prof. Kukenar, the foremost authority on cetaceans, that whales are descended from ancient land beasts of prey—the creodonts. In the long process of evolution changes have been wrought which enable these monster mammals to handle themselves in the water with as much ease as if they were veritable fishes.

The embryo in its first development is built after the type of a land mammal; the head is clearly separated from the body by a neck, the jaws are equipped with a full set of teeth, what would be the limbs are plainly indicated, and there is reason to believe that at one stage the embryo is covered with a coat of fur.

Life in the water first caused a slow decrease of specific weight, giving the whale gradually the ability to float on the surface. This was brought about principally by the accumulation of a thick layer of fat under the skin and the growth of airspaces in the enormous skull, which in some whales measures a third of the entire body.

The incredible speed that the development of the powerful tail-fin made possible, caused the elimination of all projecting organs that might increase friction. Thus the spindle-shaped body is perfectly smooth; only on its back is generally a narrow projection, which acts as a keel.

Diving also has had its influence on the alteration of the body. Sometimes, as in the case of the large toothed whales that feed on cuttlefish, they go to the depth of a thousand yards or more. The openings of the body then close tight, to resist increasing pressure. Nature has provided the nose with a curious valve arrangement, the little eye is surrounded by a covering as hard as iron and fortified by powerful muscles, and the whole body is protected by a tremendous covering of fat.

With these curious changes has come an enormous increase in size, until the whale, which descended from a comparatively small animal, is now the largest that lives, for its weight not uncommonly reaches sixty or seventy tons.

It would seem impossible for the mother to provide the young whale with unwatered milk, but evolution has solved the problem in this wise: the milk is first collected in a container in the mother's body, and then by a specially adapted muscle it is squirted directly

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LEANOR DEAR:

You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair.

It was a splendid success, and quite repaid us all for the trouble and work.

were a number of exceedingly stylish new coat suits and three-piece suits that reflected the most up-to-date fashions. One particularly stunning suit was of blue-gray cloth, made on modified directoire lines, with a smart little cutaway coat, which showed the Hober pierce collar, narrow vest and cuff trimmings of red velvet. The vest fastened with small buttons and the coat with one large button. The skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suggestion of a pannier drapery. The hat worn with this costume was of gray felt, turned up in front and lined with a high black algerette.

The conflict of the two worlds in the hills near Haverhill. Robert Edmund Randolph of Chicago, brother of whose engagement to Dorothy McLean was a social sensation years ago, is about to marry Mrs. A. McLean, mother of his former Gov. William spent yesterday with him in Princeton.

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things edible, the temperature for each being different. These two ships join the fleet at certain places previously determined. When one of them is empty, it goes away to fill up, and the other one arrives to take its place.

Desiccated vegetables have proved a great boom to the navy. They are prepared without the use of high temperatures, which would drive off the volatile oils and others that have given them flavor. Taken in the fresh state, they are spread on trays and placed on small cars in a tunnel, through which a current of moderately warm dry air is kept continually passing. The air sucks the moisture out of them until they are reduced to absolute dryness, incidentally reducing their bulk, so that a pound of spinach thus treated equals eighteen pounds of fresh spinach; a pound of onions, fourteen pounds of fresh; a pound of potatoes seven pounds of fresh; and a pound of soup greens, thirty-two pounds of the fresh article. There is no alteration in flavor, and the material, packed in tin boxes with screw tops, keeps indefinitely.

Vegetable Revivified.

When wanted for use, cold water is poured over the dried vegetables, and in three hours they are ready to be cooked. In effect, they are fresh vegetables which have been held for a time in a water-free state. The cranberries and soup-greens are particularly good. Potatoes do not respond to the process so satisfactorily, and are pronounced only passable. But this new idea has revolutionized to a great extent the diet of the navy, and one of its advantages is that the vegetables preserved in such fashion occupy comparatively little room.

Since time immemorial beans have been a favorite article of diet of sailors, both in soup and baked with salt pork. On every warship in the navy they are served twice a week for breakfast, Sunday and Wednesday. So far as they are concerned no improved method of cookery has been evolved in centuries. Even to this day, for the preparation of baked beans, the old-fashioned "scouse-kettle," is employed. It has an iron top, is tin-lined, and holds eight gallons.

The Pennsylvania will have two kitchens, as is customary on board of a warship—the crew's galley and the officers' galley. The latter, of course, will be much smaller than the other. Twenty-five officers will compose the wardroom mess. The junior officers' mess will number fifteen, and the twelve warrant officers will have, as is usual, a mess of their own. The captain messes all by himself, being in this particular highly exclusive. On the other hand, the admiral, when the vessel is serving as a flagship, will mess with nine officers who compose his personal staff. Each of these messes will have a pantry of its own, with a steam table.

The men will be split up into messes of twenty, each having two tables to eat at. Each mess will be served by a "messman," temporarily appointed from its own number, whose duty it will be to get down the tables

(which are hooked overhead during hours between meals,) to get the dishes and other "gear" from the scullery, to set the tables, and to procure the eatables from the galley. The "messing deck" is cleared ten minutes in advance of each meal, nobody but the messmen being allowed on it. When the meal hour arrives, the officer of the deck tells the bos'n's mate to "pipe" for breakfast, or for dinner, as the case may be. He plays a little tune on his pipe, and the men file in. No waiters for the men.

The men are obliged to wait on themselves. There are mess-attendants, however, enlisted as such, to wait on the tables of the officers—twelve for the wardroom, six for the admiral, four for the junior officers, and three for the warrant officers. These mess-attendants, although their employment is of a menial character, are expected to take their part in fighting the ship. They have their own battle stations, being detailed to pass ammunition for the guns, to carry wounded, or to do something else useful. There is no such thing as a non-combatant on board. Even the paymasters have work to do in case of a fight.

With a total "family" numbering 48,000 to provide for, the United States navy is obliged to tackle the housekeeping problem in accordance with very scientific methods. It is necessary that the entire fighting force shall be kept in a state of the highest efficiency, and to this end it must be well fed. The food must be not only adequate in quantity, but appetizingly cooked and served. To the men is allowed by law a certain ration. The warrant officers get the same ration, and likewise the chaplain. But all of the commissioned officers, except the chaplain, are obliged to subsidize themselves. Each of their messes chooses one of its own number for a certain period as caterer, and he draws the supplies, rendering his accounts to the mess, which "chips in" to meet the bills.

All of the food supplies are originally bought by the Navy Department under definite specifications. Bids are invited, and the edibles being purchased in enormous quantities, they are obtained at the most wholesale of wholesale rates. The chief distributing center is the navy yard in Brooklyn. It is the paymaster on each warship who has charge of all such supplies, which he receives in bulk, and of him is required a careful accounting for everything delivered to him, down to the last pound of flour and tin of vegetables. As one may well imagine, his job on a great battleship such as the Pennsylvania is no sinecure.

On every holiday, such as Christmas or Thanksgiving, a special effort is made to give a feast fitting the occasion. The dinner, menu is as elaborate as circumstances permit—depending mainly on distance to the nearest market for fresh provisions. The statutes allow the issue of chicken or turkey in place of other meat on such holiday. The small savings of the messes are lavishly contributed, and for additional luxuries drafts are made upon the "entertainment allotment," accrued from the slight profits on sales from the paymaster's stores.

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into the baby's mouth without coming in contact with the sea-water.

"Desert Sounds."

[Youth's Companion:] The occurrence of mysterious detonations in various parts of the world has long puzzled investigators. No satisfactory solution of the problem has yet been found. The noises seem to be especially common in Australia, where they are known as "desert sounds," and in the delta of the Ganges, where they are called "Barisal guns." Dr. J. D. Cleland of New South Wales has summarized the various explanations of the phenomena. The theories that have found most favor attribute the sounds to surf-rollers, the falling-in of river-banks, earthquakes, and to the sudden splitting of rocks intensely heated by the sun. The last explanation seems the most plausible in the case of the desert sounds of Australia, which occur at long distances from the sea. As Dr. Cleland suggests, "The association of the sounds with desert regions may be due merely to the absence there of other sounds with which they might be blended, or of human activities to which they might be attributed."

Mount Everest's Varying Height.

[Chicago Tribune:] The discovery that the Eiffel Tower in Paris varies in height according to the temperature of the air elicits a still more remarkable piece of information of the same sort.

It appears that Mt. Everest, still believed to be the highest mountain in the world, varies in altitude from time to time as much as 800 feet. During the daytime the snows will often melt to that extent on the summit of the mountain between sunrise and sunset. On the other hand, often between sunset and sunrise the mountain will regain 300 feet in a single night.

Therefore the figure given in the geographies of 29,002 feet for Everest's altitude is a mere rough average. Col. Burrard, who has made a study of the subject, says that the officers of the Indian survey place the mountain somewhere between 28,700 and 29,150 feet in height, and decline to guess any closer.

Bernhardt's Many Deaths.

[London correspondence New York Sun:] The fact that Madame Sarah Bernhardt's performance at the Coliseum Music Hall include a number of her favorite death scenes reminds us that an ingenious

statistician some time ago computed the number of death scenes she had enacted.

Her deaths by self-administered poison, it was calculated, totalled well over 10,000; she had jumped into the scenic artists' Seine 7000 times; had sent 5000 bullets into her head with a revolver; stabbed herself as frequently as all her other "deaths" put together.

When asked on one occasion whether it were true that she kept a coffin at her house, she replied, "Certainly, and so would you if you were the morgue's most frequent customer."

Perhaps the uppermost question in the minds of the countless thousands who have admired the art and fallen under the glamour of the wonderful fascination of the "Divine Sarah" is, How does she do it? How does the peerless actress manage to retain perpetual youth?

Well Madame Bernhardt has disclosed the formula of her elixir vitae. Eggs and shrimps!

"The simple life for me," was the conclusion of the interviewer who elicited the above information.

The Only Way.

You smoke your favorite cigar, or pipe, or cigarette;

You ride a special motor car in weather dry or wet, You eat some toasted grain or flakes, or use a special flour,

And wash with soap an expert makes, and drink as suits the hour.

You shave with razors keen of edge, and hunt with standard guns,

And with cash registers you pledge your men as honest ones.

If you chew gum, you know the kind that always suits you best,

And if you travel you've in mind the roads that stand the test.

You never buy a thing you need by guess or in the dark;

You scan the "ads" quite close, indeed, for this or that trade mark.

And those who have good things to show, if on your cash intent,

Will find stocks going mightily slow without advertisement.

—[Judge.]

En Route Across Russia. By Gen. M. H. Sherman

In the Czar's Country.

A LAND OF MANY SURPRISES AND DELIGHTS.

SHOW OF A DAY IN WARSAW—WHERE WEALTH AND POVERTY MEET—LUXURIOUSLY EQUIPPED RAILWAY TRAINS—DELIGHTFULLY ENTERTAINED IN MOSCOW—ITS GREAT DEPARTMENT STORE BUILDING—A MAGNIFICENT RESTAURANT—FINE STREET CAR SYSTEM—RUSSIAN GOOD FARMERS.

(The Times Illustrated Weekly is especially fortunate this week in being able to present to its readers the following portions of two highly interesting and interesting letters written by Gen. M. H. Sherman just previous to or during his journey across Asia and recently received by a friend in this city. Gen. Sherman has been traveling abroad for several months on route around the world. His hundreds of friends will be particularly interested in reading the vivid views he presents of Siberia and the Far East.—Ed.)

HERE we are, in the land of the White Czar and of the Cossacks, and I can tell you a mighty land it is indeed. Russia is to the eastern hemisphere what the United States is to the western. With a liberal and modern government it would dominate the whole of Europe and Asia.

We came across the continent of Europe in a train de luxe, making as good time as the best trains at home, and in a car quite as comfortable, more splendid and luxurious than any sleeping-car in America.

My, what a great country this is! We have been passing all day long through great fields of grain, well cultivated, yellow as gold, with scarcely a weed in a hundred acres, and with heads that bow down with their own weight. It is just past noon, and tomorrow we will be in Moscow. We spent yesterday in Warsaw.

You know this was formerly the capital of Poland. It's a most interesting city. You perhaps will recall what the English poet says about it when the country was divided up between its three great neighbors, "Sarmatia fell, unwept, without a crime." The Poles have never forgotten it and are the most patriotic people you ever met. Like all the great cities of Europe, Warsaw has an abundance of beautiful parks, scientifically laid out because it is done with the greatest simplicity, and they are all maintained in the most perfect order. The streets are wide and well made, and how delightful it was to pass through them and see the notice of the queer, old-fashioned buildings!

Warsaw, you know, is a city of a very large population. I have not the statistics with me, and forget just what it is. You would be interested to see the Polish Jews who live here in great numbers. Many of them are said to be very rich, and of course a good many of them are poor.

As far as we have traveled and many strange things we have seen, the world seems small and civilization a little monotonous. We were surprised to find such a fine system of electric railways as there is here. The cars are of the most modern type, kept well oiled and neat in every respect. The roadbed is fine and well ballasted, and the rails are heavy. We are now riding in the finest train I ever saw. We Americans do not "know it all," but might learn a great deal from other nations and not a little from the intellectual and artistic Poles. On the train we have two large rooms beautifully fitted up and connected, with two beds in each room. There is running water, hot and cold, and everything is thoroughly modern and up-to-date. The road is double-tracked and the rails 100 pounds to the yard. The track is as smooth as that of the New York Central or Pennsylvania Railroad.

We have been enjoying ourselves all day. I have been asked to the manager of the International Sleeping Car Company to meet us at Moscow. As you know, the railroads are all government-owned and managed. On the other hand once a week the International Sleeping Car Company runs a beautiful express train from Paris to Moscow. The French call it the Rapide, and it makes about as good time as our best passenger trains in America. The train really starts from London, crossing the Channel to Paris, thence goes to Berlin, Warsaw, Moscow and so across Siberia to China and Japan. If our trip beyond Moscow is as pleasant as it has been from London we shall have no reason to regret undertaking the journey.

There is a fellow-passenger on the train whose business headquarters is in Peking. He takes this trip often and says he always enjoys it so much that he is very when it is over. He promises us some wonderful sights on the way, with beautiful scenery as we cross the Ural Mountains. This should remind us of our own western country, as the Russians get a good deal of gold in this mountain region. Beyond the Ural Mountains we will strike the great Russian lakes, which we are told will present a very charming picture. The route we are following is very popular with Americans, so that a traveler has to reserve accommodations in advance if he wishes to secure nice rooms and other luxuries which these trains afford.

We will spend a day driving about Moscow seeing the sights as far as we can in the time the train stops here. We should like to have gone to St. Petersburg, but had to forego that pleasure because the trains

were so crowded. Every person we meet on the route is more than kind to us. We spent eight very interesting days in Berlin. I would like to tell you all about them, but will have to wait until we get home.

Russia is proving so entrancing that we could wish to stay here a long time, and would do so, but we would lose our reservations and not be able to get others. Still, as we pass along, from the car window we find much interest watching the farmers harvesting their grain. There are good crops all over all the countries we have visited.

I want to tell you about a day we spent in Moscow. The manager of the International Sleeping Car Company, in one of whose cars we crossed the continent, met us on the arrival of the train with a carriage drawn by two magnificent horses, well trained high steppers, animals of thoroughbred lineage, and he spent the day showing us the old city of the Kremlin, made famous by Napoleon's disastrous retreat when the Russians defeated the French by running away from them. I do not think I ever spent a more interesting day in my life than in seeing this old capital of the Czars.

Moscow is a magnificent city of nearly 2,000,000 inhabitants. It shows more evidences of wealth than almost any city I ever visited. It far surpasses St. Petersburg in this respect, and it has many manufacturing on a large scale. Of course it has no skyscrapers like New York, or even like Los Angeles, but it has a number of very fine business structures. One great building is all of steel, and while only five stories high it makes up in ground area what it lacks in altitude, being 2000 feet long and 800 feet wide. The roof is of glass, and shines in the sun like some titanic diamond. This building is occupied by stores of all kinds, where jewelry, drugs, dry goods, groceries, meats and almost every imaginable thing may be had. It is heated by steam, for, as you know, Russia is awfully cold in winter. That is the way Napoleon's grand army was lost in its retreat from Moscow, which its people had deliberately destroyed by fire, and the French soldiers fell by hundreds along the way in the snows and rigors of a Russian winter.

When the ladies of Moscow go shopping they betake themselves to this great building. In one section they purchase dry goods, in another order groceries, get a diamond ring or a pearl necklace in the next department, and if they have a prescription to fill that is done at the drug store. See how handy this is, especially in very cold weather, for the lady goes to one floor after another, visiting the different departments without stepping from under the roof or out of the well-warmed passageways and so does her shopping in absolute comfort. The floors are made of beautiful smooth stone and every fitting is of the most elegant type.

Luxurious Living.

During the day of seeing Moscow of course we had to attend to the call of the "inner man." Well, I can assure you we had a dinner fit for a king, yes, even for an American citizen. The restaurant where we went was on a magnificent scale and fitted up with every luxury. This place is frequented by the nobility of Russia, and they know what good gastronomic things are, and have them. Their great country supplies every food product in abundance, and they have as good cooks as can be found in Paris. You know American hotels are managed on a pretty liberal scale, and we in Los Angeles are accustomed to the best of them. I can assure you I never ate a meal even in our own city, more abundant, of greater variety, or better cooked.

I would like to tell you in detail about all the wonderful things there are in Moscow, including its public buildings, its parks and drives, which are full of flowers and planted with trees in a style that indicates the highest landscape gardening skill. But I will have to wait for this until we talk face to face.

Of course there is poverty in Moscow, manifold and profound. Here is where Russia differs from our own country. There is nothing on the medium scale at all; all is one extreme or the other, either almost unimaginable wealth or indescribable poverty. Beggars? If I thought your editorial sense of propriety would not condemn the phrase I would say they beggar description. They are everywhere, in ones and twos and bunches.

Fine Street-Cars and Railway Trains.

Perhaps nothing surprised me more than the street-car system of Moscow. We are very proud, and with good reason, of our own street-car system. But I can tell you that in nearly every feature Moscow is right up to us, and in some ahead. The streets are all well lighted by electricity, and all these things are fully modern and up-to-date.

I referred above to the train on which we are traveling. It is composed of ten cars, and these all belong to the International Sleeping Car Company. Of course the railroad and the motive power do not. I never saw finer cars than those in which we have been riding. They are all steel, and the manager of the company told us each of these cars cost about \$30,000. The corporation owns thousands of them, as they operate all over Europe, from Great Britain through France and Italy, and on through Central Europe into Russia.

The company is capitalized for \$100,000,000 and the stock is nearly all owned in London.

After leaving Moscow we traveled hour after hour through fields of grain so great and fine that it reminded one of the best parts of our own wheat belt in the Central States. It is now right in the midst of the harvest, and the fields are full of men, women and children engaged in the harvest work. And these Russians are mighty good farmers. They summer-fallow the fields and get great crops. One of the principal ones is winter rye. As the train moves along on one side they are cutting grain, on the other plowing for the next crop. They will sow the seed this fall, and the grain will become well rooted by the time the snow falls, which will protect it from the severe weather of the winter, and so it will be all ready for a good early start in the spring. I had some conversation with one of these Russian farmers, from whom I learned that this fall-sown grain produces better and larger crops than that sown in the spring.

I am learning a lot, and among these things is that we Americans do not know how to conserve our natural resources. We waste our forests, and do not properly fertilize our soil. In Germany, France and England they are so careful of their forests, to save them for future generations, that whenever and wherever a tree is cut down a young one is planted for the future. Russia's natural resources are not so nearly exhausted as those of western Europe, but here the people are taking time by the forelock and following the same policy as in the other countries. Until my visits here I had conceived the idea that the Russians were not good farmers, but I find that is a great mistake.

The country is also great in live stock, cattle, sheep and horses being produced in great quantities. After the grain is cut the cattle and sheep are turned in to fatten on everything dropped just as we do in the United States. The fat beef and mutton they ship to market and get high prices for them. So they make money out of their grain, out of their cattle and sheep.

Ranches Large.

The land of course is nearly all owned by landlords and held in great tracts that are leased out to the peasants. These peasants work awfully hard and get but a very small portion of the crop, most of which goes to the land owner. On each estate there is a village all owned by the landed proprietor, and here the peasants who till the soil live. I have looked into a number of these houses, and find them quite comfortable. The superintendent of the property always has a fine house for his own residence, a palace, in fact, compared with the other houses. When you enter a Russian village you can always pick out the home of the superintendent. The Russians of course, as you know, almost all belong to the Greek church, and each of these villages has a fine church, generally built of stone and surrounded by a big dome. You can see these for a long distance as you approach the village. They tell us the priests live in great luxury.

The Russian railroads are well built, ballasted with rock and the cars run very smoothly. Nearly every line is double-tracked and there are no grade crossings. The railroads usually go underneath and the wagon-roads are built over them. In this respect Russia is way ahead of the United States, and railroad accidents are very few.

The Beauties of South America.

By far the most interesting and beautiful regions in South America, says a writer in the October Wide World Magazine, are in the lap of the Andes, where the rivers hurl themselves relentlessly through deep mountain gorges, or in the less grand but fascinating watershed between the basins of the Amazon and Paraguay. The dreadful monotony of flat forest with banks of alluvial clay, which is peculiar to the Amazon in all its lower waters, is here replaced by wonderfully fine scenery.

In the Matto Grosso watershed the savages, who are still in the stone age of development, are unequivocally hostile. There is no method of entering their country successfully without boldly sustaining an attack to which it is impossible to reply; and the risks of such a proceeding are very great. It is an attitude on their part of self-defence, mixed with revenge for the merciless expeditions which in days now mainly past destroyed their outer villages, carried their men into slavery, and butchered their women and children. Savages who will always attack are the Parecis and Nhamiguaras of Matto Grosso and the Guarayos of Bolivia. An expedition in boats may be subject to an attack by hundreds of savages, itself a patent objective in a narrow stream or on a sandbank, and the savages invisible in the forest.

Everett Shinn, the painter and wit of New York, scored off an enemy at a tea at Sherry's.

To this enemy, himself a painter of the Bouguereau school, Mr. Shinn said:

"How many pictures have you painted in the course of your long and honorable career?"

"I haven't the least idea," was the reply.

Mr. Shinn laughed maliciously.

"Some day, then," he said, "I'll come round to your studio and count them."

The Only Woman United States Marshal

By a Special Contributor.

WITH A SMILE AND A GUN.

HERE is one woman, and only one, who works for Uncle Sam in the capacity of custodian of desperate criminals. She wears a pistol and carries handcuffs in her satchel. Her look quails the most desperate of her charges and no prisoner has ever escaped her.

She is Miss Rose B. Wilson and she ranks as a United States Deputy Marshal. Her business is to transport prisoners from the district jail in Washington to the government workhouse in Virginia.

The picture one conjures up to fit this position is naturally that of a middle-aged masculine and militant type, a sort of a cross between a rabid suffragette and a female judge, bespectacled and severe, who would inspire instant obedience by her uncompromising attitude toward everything feminine.

Then you see Miss Wilson and lo, you gasp and look and look some more, particularly if you happen to see her marshaling a group of women whose every appearance gives you an instinctive conviction that they are in custody and should be.

Miss Rose B. Wilson is about as far removed from one's conception of a female jail guard as the antipodes. To begin with she is young, little more than a girl, who knows how to smile more readily than to frown—in fact she never frowns, for, being thoroughly feminine she knows it spoils one's beauty by making ugly wrinkles.

In the line of her duty she meets, at the Union Station in Washington, her batch of prisoners each morning, prisoners of all races and colors and conveys them to the District of Columbia workhouse at Occoquan, Va. With a cheery smile and a more cheery "good morning, girls," she checks off these denizens of the underworld and marches them down to the train which leaves around 7 a.m. every day but Sunday. That smile works like a charm, the most sullen belligerent, rum-soaked and drug sodden is not proof against it. Try as they will to hold out against its influence they unconsciously

pull their disheveled garments around a bit, try to straighten their often battered head gear and conceal, if possible, the worst of their wounds. They make a brave effort to assume even for a moment the air of unconcern and the indifferent attention that women so often feel in the presence of one whom they must recognize as a superior. With rare tact and understanding Miss Wilson does not talk to them nor does she allow anyone else to do so. Once on the train she leaves them to themselves, only they know that never for an instant is her attention wandering and that every move they make is observed by her. They know, also, that her pistol is at hand and that she has thumb clasps, an improvement on handcuffs, ready for the unruly.

When the train arrives at Lorton, the nearest station to the workhouse, it is met by the "farm" bus or wagon. The women are piled into it and in a very little while are safely lodged in their new quarters, where perhaps one of the greatest punishments is the excessive cleanliness which they are compelled to observe.

The entire female population of the "farm" is in charge of women. Hence it became necessary, for the first time in the history of the United States, to appoint a woman as deputy marshal to be the guard to bring the prisoners down every day and to take back in the afternoon any whose time had expired. Because of the national law it is necessary to release the prisoners within the district, so Miss Wilson must get them safely across the line before her responsibility for them and incidentally her day's work ends.

Miss Wilson is a Kentucky girl, and it is a source of wonder to all who meet her that a girl with her advantages of birth, breeding and education, is able to adjust herself to a position so fraught with responsibility, to say nothing of danger.

The duties at best are essentially of a nerve-racking nature and the contact with such derelicts of society is far from edifying, particularly as some are in a positively loathsome condition, and often start in to be noisy and disorderly. More often they are suffering the pangs of remorse and bewail the fate that sends them down on the "farm." Many times they are hysterical, and then Miss Wilson has plenty to do.

To her many friends she is nothing short of a wonder. She was formerly a school teacher, but because of failing health came to Washington in search of some governmental position which would take her out of doors. It is a far cry from teaching children to handling criminals, but probably the same qualities of character are necessary in each case.

Miss Wilson was very highly recommended and when it was decided that she should be appointed to her present position it was some little time before she could make up her mind to break the news to her family back in Kentucky. When she did she was ordered home immediately. But she is made of the stuff that enters the composition of pioneers and being the pioneer in this field, determined to stay and make good. In the time she has been deputy marshal she has carried down more than a thousand women to serve sentence, and has never had one escape, though she has had some very trying experiences. Being only a very young woman and attractive she is subject to much attention and women less well balanced would find it disconcerting, but she has a splendid dignity, perfect self-control with calm temperament and a firmness which even the most unruly of her charges quickly appreciate. They have learned that while she wastes no unnecessary words upon them that she will use her authority to compel obedience even to the point of using the ever-ready pistol. Her femininity has proven more compelling than masculine force and her success with those difficult prisoners has been greater than that of any of her male predecessors.

Being from Kentucky it is entirely unnecessary to say that she is an expert horse woman and that she knows perfectly well how to handle that gun. Once her day's work is over, however, and she is back in her cosy apartment without her plain uniform it is very hard to associate her with anything in connection with the workhouse. She is conversant upon all the topics of the day, is a splendid musician, singing in the choir of one of the leading churches on Sunday. She is widely read and traveled and finds her work a constant source of absorbing interest and considers it an opportunity for experience rarely accorded one of her sex.

A Glaring Sign. By Ward Trail.

WHAT SHE MEANT.

WITH a prodigious frown on her smooth brow and a marvelously pointed pencil behind her left ear, Miss Elsie Allen settled herself at her desk and pulled up her drooping typewriter with a bang. She had just come from that inner office where the senior member of the law firm for whom she typed dictated briefs that never were brief and contracts that invariably had to be re-written. It was not conducive to happiness to be a typewriter under such conditions, especially when one's dearest dream was to be a homemaker.

She smoothed out the much altered contract she had stayed late the previous Saturday afternoon to write and glared at it. From behind the murky clouds the sun suddenly blazed forth in all his brazen splendor, and the white paper she had deftly inserted in her machine glared back at her. She pulled down the shade near her desk and tried to write, but the hot wind blew the shade out so that the hateful glare, striking on her work at irregular intervals, made the task simply maddening. Impatiently she jerked up the shade and was rewarded by a blinding flash right in her eyes.

That was it. A large sign with glittering, gleaming gilt lettering leaned against the side of the office building next door where they were making some changes. Why couldn't they turn it around? The reflected sunlight burned into her eyeballs as she stared defiantly out at it.

"Good morning!"

The extremely good-looking young man, whose office window faced that in which she stood, was smiling and bowing to her in a most friendly and ingratiating manner. He had often looked rather longingly at her, but she had heretofore ignored his existence, and this was the first time he had actually spoken to her.

"Will you please turn that sign around?" Elsie demanded in a low, tense voice, without returning the polite greeting.

The young man was plainly astonished. He could not see the sign as it leaned against the wall just below his window.

"I—I beg your pardon?" he stammered, growing rather red.

She certainly did not look friendly, standing rigidly in the window and pointing an accusing finger dramatically at the offending sign.

"I said 'Turn it around,'" she repeated sternly.

Following the pointing finger, he leaned out of the window, saw the sign, and obediently reached down to it. Slowly, and with much effort, he succeeded in turning its face to his side of the wall. When it was around far enough for him to read it, he held it so,

gripping the frame until his knuckles showed white. His mouth open in astonishment and bewilderment, he looked across to the window.

"You mean that?" came the puzzling question from across the intervening space.

"Certainly," she replied, a little coldly, and left the window.

The objectionable light being no longer present, the contract was re-written and the brief duly transcribed. Miss Elsie Allen then put on her hat and started out to lunch.

At the street door, as she paused to draw on her gloves, the young man from across the way came dashing over to her.

"I've wanted to know you better for a long time, but you always looked as if you wouldn't care for it, so I was afraid to try."

"Why," Elsie hesitated, "why, what is your sister's name?"

"Clare Varnum. And mine is Herbert Varnum."

"Then of course, I ought to know you. I know Clare very well indeed, though I do not see much of her these days."

"May I bring her over to see you this evening? She will be glad to know. She has known how I felt about you this long time."

Elsie turned her face shyly away and thought Clare Varnum's brother a rather precipitate young man. She did not answer for a moment.

"May I?" he repeated softly.

"Why, yes. I would be glad to have you bring Clare over this evening."

"I think it will be better to bring her this first time. You live in a boarding-house, too, don't you?"

"Yes, do bring her. Yes, I live in a boarding-house," said Elsie, wondering if there could be any special meaning in these cryptic remarks.

That evening, all fluffy and frilly in a little organdie frock, a blue ribbon in her bright brown hair, Elsie welcomed her one-time schoolmate, Clare Varnum, and her brother, Mr. Herbert Varnum.

"Herbert has told me, dear, and I am so glad," Clare cooed over her, holding her tight for a moment. "I'm sorry to give him up, but honestly, I'd rather it would be you than any other girl I've ever known; but I don't quite understand how he was able to make such rapid progress" pausing and gazing teasingly into Elsie's blushing face.

"Never mind, Sis. HOW doesn't count a minute as long as it's all right," said the big brother, managing to reach around Clare and get hold of one little trembling hand. "It is all right, isn't it?" he questioned.

"I—I don't know," faltered Elsie.

"You big duffer!" cried Clare, giving her brother a

little push, "do you think she is going to make love to you while I am here? But there! Don't cry. Her! I've got to run down to the corner drug store, anyway. I'll give you fifteen minutes, and, turning fiercely to Elsie, "if you've been fooling my brother, I'll sew forgive you, so there!" and she was gone.

Elsie drew herself up quite stiffly and regarded the young man through level eyes, but Herbert managed to keep the hand he had not relinquished.

"May I ask what you have been telling your sister?"

"Oh, I didn't tell her about the sign. That's our secret. I'd been trying so long to know you, and that was so clever of you, darling!"

"I don't see anything particularly clever in asking you to turn that sign so that the reflected sunlight wouldn't shine on my work, do you?"

Herbert's jaw dropped.

"Was that all there was to that?"

"Absolutely all. What did you tell Clare Varnum?"

Elsie's hand was dropped.

"Yet when I asked you if you meant that, you said 'yes.' There was accusation in the young man's voice.

"I meant for you to turn the sign around just as you did, yes. What of that?"

"But what the sign said?"

"What did it say?" she demanded, suddenly started.

"Don't you know?"

Frantically she tried to remember just what it was the blazing sign had been saying to her when she had demanded its removal. All she could recall was a jumble of letters.

"Why," she said, "it was upside down! I don't know WHAT was on it."

"Under the circumstances I think it just as well as to tell you." Hands in pockets, the young man was gloomily inspecting the carpet of the boarding-house parlor.

"I think I surely have a right to know, after all it has led you to say of me, and to think of me."

"That sign read: 'Of course everybody wants a home, and you said you meant that.'"

Elsie looked up at the very miserable and indignant face glowering above her. She had meant to freeze him with one scornful glance, but something in his masterful attitude of the square young shoulders made her quickly lower her eyes. There was a step in the hall. The maid was bringing Clare to the parlor.

"Well? Clare is coming. Did you mean it or not?" came the stern question.

"I didn't, but I—I do," was the low answer.

Clare, at that moment appearing between the two portieres, was perfectly satisfied with the tableau that met her eyes.

The Stolen

HARBUSON'S EXPERIENCE.

FOR a plain, ordinary business man Mr. James Harbuson thinks altogether too much action has been crowded into his life within the last few months. He used to pride himself on his self-control. Now he is nervous, fearful, suspicious. The entrance of a stranger into his business establishment makes his heart beat faster. It would not surprise him any day if he received an invitation to call at Police Headquarters.

There are a thousand furriers in New York. Few of them stand higher than James Harbuson. His business is large, his bankers have every confidence in him, and his general reputation is excellent. But Mr. Harbuson has the ever-present fear that he will be arrested some day as a burglar. Queer things happen in the commercial world and men do odd things that bring about queer complications. Everything that is set down here is in accordance with the facts, but for obvious reasons the real name of the chief character is not given.

There was a general strike in the furriers' trade not long ago. In common with the others, Mr. Harbuson's employees walked out. Strikes are troublesome. Harbuson and the other manufacturers feared that if they acceded to strikers' desires they would have no peace. They believed success to the strikers would lead to other and utterly unreasonable demands for increased pay and shorter hours. They saw safety only in defeating the men. The employers combined, entered into negotiations with labor agencies, and managed to get a fair number of strike breakers. The new men knew little about the furrier trade, but that did not matter. The mere fact that they were under engagement, that they arrived at a specified hour each morning and departed at a regular time each evening had its moral effect. The strikers saw the new men arrive and depart. At first they were contemptuous. Then they got ugly. On one or two occasions the new men were attacked. There were a few broken heads and some bloody noses. That led to the hiring of strong-arm men to protect the strike breakers. Most of these strong-arm men came from private detective agencies.

Mr. Harbuson is a man of peace. He hates strife and contention. He always had been kind and generous to his employees. But the strikers made a particular effort to bring him to terms because he was such a large employer that if he granted their demands it would lead to many other furriers following his example. The strike dragged on for weeks. Mr. Harbuson was obdurate. He was losing a lot of money, but he was determined not to back down. Gradually the strikers weakened. One day two of the old hands stopped Mr. Harbuson on the street and asked to be taken back. He told them their places were open to them if they would leave the union, not otherwise. The next day they reported for work. Then others began to desert the ranks of the strikers. When half of his old force had returned it was evident the backbone of the strike had been broken. Mr. Harbuson was jubilant.

His joy was short-lived, however. He arrived at his manufactory on a Monday morning to find his office force in a great state of excitement. Between the hour of closing on Saturday and the hour of opening on Monday some one who knew furs and some one who knew the Harbuson establishment from end to end had gathered up the finest assortment of rare skins that Harbuson had in stock, piled them in five of the big trunks in which furriers pack their goods and made off with them. The furs that were stolen had a market value of \$20,000.

Coldly and calmly the furrier made an examination. He questioned every man in the place, but it was of little avail. His old employees were confident that some of the strike breakers had stolen the stuff. The strike breakers were fierce in their denunciation of their accusers and loud in the declaration that the thieves would be found among the strikers who had returned or those who were still out. Unable to make any headway through his own exertions, Mr. Harbuson notified the Police Headquarters. Two central-office men responded, heard his story, questioned the office force and the factory force, ventured the opinion that it was an inside job, and then departed.

They gave Mr. Harbuson reason to believe their great ability would lead to the early apprehension of the thieves, and that the one error he had made was in not calling on them the minute he learned of the robbery. They returned the next day, went over the establishment impressively, made every one, from Mr. Harbuson down to the office boy, feel he was under suspicion and that he had better confess his crime, and then they went out saying they had a strong clew.

Each day Mr. Harbuson had a call from the central-office men. Occasionally they visited him at night at his home. They were very careful as to what they said. They always gave him to understand they were close to a solution of the mystery. But day followed day without any development to ease the mind of Mr. Harbuson, and gradually he came to the belief that the central-office men were hardly up to the standard of Sherlock Holmes or the late lamented M. Lecoq.

ELEANOR DEAR:

You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair. It was a splendid success, and quite repaid us all for the trouble and work that attends such enterprises.

were a number of exceedingly stylish dresses and costumes that reflected the most up-to-date fashions. One particularly stunning suit was of blue-gray cloth, made on modified directoire lines, with a smart little cutaway coat, which showed the Robert collar, narrow vest and cuff trimmings of red velvet. The vest fastened with small buttons and the coat with one large button. The skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suspicion of a pannier drapery. The hat worn with this costume was of gray felt, turned up in front and

many large hats, celebrating her in the latter three years' fight for a Gals, special investigator for the Bureau of Geographical Survey, returned yesterday from Seneca Lake, N. Y. He has been investigating the Seneca Lake case in enough there in the entire country.

the convicted male burglar, James Harbuson, in his cell near Rawlins. Robert John Randolph of Chicago, brother of whose arrest in 1908, was a special occasion in the life of the late M. Lecoq. A. McLean, mother of his former

The Stolen Furs. By Richard Spillane.

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There are a thousand furriers in New York. Few of them stand higher than James Harbuson. His business is large, his bankers have every confidence in him, and his general reputation is excellent. But Mr. Harbuson has the ever-present fear that he will be arrested some day as a burglar. Queer things happen in the commercial world and men do odd things that bring about queer complications. Everything that is set down here is in accordance with the facts, but for obvious reasons the real name of the chief character is not given.

There was a general strike in the furriers' trade not long ago. In common with the others, Mr. Harbuson's employees walked out. Strikes are troublesome. Harbuson and the other manufacturers feared that if they acceded to strikers' desires they would have no peace. They believed success to the strikers would lead to utterly unreasonable demands for increased pay and shorter hours. They saw safety only in deterring the men. The employers combined, entered into negotiations with labor agencies, and managed to get a fair number of strike breakers. The new men knew little about the furrier trade, but that did not matter. The mere fact that they were under engagement, that they arrived at a specified hour each morning and departed at a regular time each evening had its moral effect. The strikers saw the new men arrive and depart. At first they were contemptuous. Then they got ugly. On one or two occasions the new men were attacked. There were a few broken heads and some bloody noses. That led to the hiring of strong-arm men to protect the strike breakers. Most of these strong-arm men came from private detective agencies.

Mr. Harbuson is a man of peace. He hates strife and contention. He always had been kind and generous to his employees. But the strikers made a particular effort to bring him to terms because he was such a large employer that if he granted their demands it would lead to many other furriers following his example. The strike dragged on for weeks. Mr. Harbuson was obdurate. He was losing a lot of money, but he was determined not to back down. Gradually the strikers weakened. One day two of the old hands stopped Mr. Harbuson on the street and asked to be taken back. He told them their places were open to them if they would leave the union, not otherwise. The next day they reported for work. Then others began to desert the ranks of the strikers. When half of his old force had returned it was evident the backbone of the strike had been broken. Mr. Harbuson was jubilant.

His joy was short-lived, however. He arrived at his sanctuary on a Monday morning to find his office in a great state of excitement. Between the hour of closing on Saturday and the hour of opening on Monday some one who knew furs and some one who knew the Harbuson establishment from end to end had gathered up the finest assortment of rare skins that Harbuson had in stock, piled them in five of the big trunks in which furriers pack their goods and made off with them. The furs that were stolen had a market value of \$20,000.

Calmly and calmly the furrier made an examination. He questioned every man in the place, but it was of no avail. His old employees were confident that some of the strike breakers had stolen the stuff. The strike breakers were fierce in their denunciation of the owners and loud in the declaration that the furs would be found among the strikers who had turned or those who were still out. Unable to make any headway through his own exertions, Mr. Harbuson called the Police Headquarters. Two central-office men responded, heard his story, questioned the office force and the factory force, ventured the opinion that it was an inside job, and then departed.

They gave Mr. Harbuson reason to believe their own ability would lead to the early apprehension of the thieves, and that the one error he had made was in not calling on them the minute he learned of the robbery. They returned the next day, went over the establishment impressively, made every one, from Mr. Harbuson down to the office boy, feel he was under suspicion and that he had better confess his crime, and then they went out saying they had a strong clew. That day Mr. Harbuson had a call from the central-office men. Occasionally they visited him at night at his home. They were very careful as to what they said. They always gave him to understand they were close to a solution of the mystery. But the following day without any development to the mind of Mr. Harbuson, and gradually came to the belief that the central-office men were hardly up to the standard of Sherlock Holmes or the late lamented M. Lecoq.

Once he got to this conclusion he rapidly lost faith. He could not understand why, with all the great facilities of the Police Department and all the training of the detective force, the stolen furs could not be recovered. Losing confidence in the regular police, he went to the private detective agency that furnished the strong-arm men to protect his strike breakers. Two private detectives were put on the case. They were going to clear it up in no time. They went through the same motions as the central-office men—made about the same progress.

Mr. Harbuson had about concluded that he never would get his furs, that the central-office men and the private-office men were of little account, when suddenly an altogether new complexion was put upon the whole affair. One of the strong-arm men called on him, made sure nobody was within hearing distance, and then leaned over the desk and whispered: "Boss, I think I can get my hands on your stuff. But it is a ticklish job and has a lot of risk. What'll you come across with if I recover the furs?"

Mr. Harbuson looked into the eye of his visitor. Harbuson is a pretty good reader of character. The suspicion flashed over his mind that the strong-arm man was one of those who had stolen his goods. For a second or two he studied whether it would be wise to inform Police Headquarters and the private detective agency or negotiate with the strong-arm man. He decided the latter would be the better course. "Deliver the furs to me in this factory," said Mr. Harbuson, "and there is \$5000 in this for you and no questions asked."

"You're on," said the strong-arm man. The strong-arm man went out and Mr. Harbuson did not hear anything more from him for two days. So careful was the strong-arm man that he would not visit the office, but met the furrier on the way downtown. "I have located the furs, just as I expected," said he. "Me and me partner can get 'em, but it's a ticklish job, just as I told you. I want you to help me, so I won't get into trouble. Let me tell you all about it."

"I told you," said Mr. Harbuson, severely, "I'd give you \$5000 and there would be no questions asked."

"Sure, you did," said the strong-arm man. "But I don't want to run the risk of being pinched, and I want you to protect me."

"Deliver the furs and you'll be all safe," said the furrier.

The strong-arm man laughed. "Say, boss," he said, "I really think you believe me and me partner stole your stuff. We didn't. That's straight. But we know who did, and we want to steal the stuff away from the thieves. That's where we want your help."

Then he went on to explain. The furs had been stolen by professional thieves, he said. The information had come to him through under-world channels. The goods were stored in a "fence" in Philadelphia. He was very suspicious of the police. He thought if any information was given out as to the hiding-place of the stolen property the furs would be moved and never recovered. He and his partner had a plan for getting into the fence and obtaining possession of the furs. He had little doubt of success. There was just one remote chance of being caught. In the event that this happened, he wanted Mr. Harbuson to be on hand to explain the situation to the police and save him and his partner from being held as burglars.

Mr. Harbuson, eager to recover his property, agreed to assist him as far as possible. The strong-arm man and his partner departed that day for Philadelphia. Within twenty-four hours the furrier received a telegram to come at once to Philadelphia. He responded promptly and went to the Hotel Bingham, as had been arranged with the strong-arm man. Within an hour of his arrival in Philadelphia he was called to the telephone. The strong-arm man was on the wire. He said everything was right for the job to be pulled off that night. The strong-arm man explained his plan in detail. He had rented a store directly back of the "fence." It would take nearly an hour, he believed, to get into the "fence," get the trunks out and transport them through the yards and over the fence to the empty store. He had arranged to have them taken from the store to the railway station shortly after daylight. This would give several hours' leeway, for the owner of the "fence" did not open his establishment until after 8 o'clock. There was another thing in the strong-arm man's favor. The "fence" would not dare to make open complaint to the police. As a receiver of stolen property he had no recourse. The only thing he possibly could do was to try to trace the strong-arm men through the thieves who were his patrons and his allies.

Mr. Harbuson loves adventure. This was so melodramatic that he tingled with excitement. He longed to take a more active part in the recovery of his property. But the strong-arm man would not listen patiently to his suggestions to that effect. "You stay where you are," he said. "Remain in your room right close to that telephone. I'm going to keep in touch with you through the night. I'm going to be a pretty busy boy. I have to time this thing to a nicety. We've studied it all out, and we know just how long we've got to work while the cop is at the other end of the heat, and we know just what chances there are for be-

ing discovered. If you were down here and there was a pinch you'd be of no good to us. Your story would not be believed for a day or two, until the police made an investigation. While you're there at the hotel it's altogether different. You're of far more use to us where you are than any place else. If I don't call you up regularly every two hours you'll know that something has gone wrong. Then I'll expect you to get in touch with the police and find out if we've been pinched."

Mr. Harbuson sat in his room and smoked, and waited. Every hour or so from 11 to 3 in the morning his telephone rang and the man at the other end reported as to the outlook. At 3 o'clock the word was that the time had arrived for action.

"If you don't hear from us by 4:30 mosey over to headquarters. If everything is all right you will hear from me before that time."

"Good luck to you," said Harbuson fervently. Then he hung up the receiver.

With his watch in his lap he sat in his room and pictured in his imagination just what the two strong-arm men were doing. He could see in his mind's eye every step of their progress. When he thought they had just about completed their work he began to get impatient for a ring at the phone. He looked at his watch and was chagrined to see that only five minutes had elapsed. His mind was working too fast. He got up and walked about. Time went very slowly. Then he began to fear the men had failed. He feared, too, there might be some dreadful consequences to this burglary. What if the two strong-arm men should be shot by the police, or, in desperation should shoot the police? What a horrible position he would be placed in! He would be the center of a grewsome scandal. The more he thought of such a happening the more he was tortured by its possibility. He was wishing fervently he never had entered into this engagement with the strong-arm man when suddenly the telephone rang. He took down the receiver with trepidation. After the person at the other end of the wire had made sure the connection was all right, Harbuson was overjoyed to learn that his fears had been groundless.

"Everything is all right," said the strong-arm man. "It was as easy as rolling a baby out of a crib. We'll have the goods in your place in New York this afternoon or tomorrow morning."

Harbuson's congratulations were hearty. Then he rang off, disrobed, climbed into bed and tried to sleep. He did not succeed getting to sleep until long after daylight. At 10 o'clock he was up, had a bath and was ready for breakfast. By noon he was on his way to New York. He went to his office, but remained there only an hour or two. The five trunks with the stolen furs had not arrived and nothing had been heard of the two strong-arm men. There was nothing particularly suspicious in this, for the men needed some rest from their labors of the night, and it takes some hours to get stuff from Philadelphia to New York, whether the goods are shipped by freight or by express.

Bright and early the next day the two strong-arm men entered Mr. Harbuson's office. They were smiling and happy, as men should be in the accomplishment of good work.

"Well, boss," said the one who acted as spokesman, "the stuff is here. The express people are delivering it downstairs."

"That's fine," said Harbuson. "You've earned your \$5000 and I congratulate you."

They went out from the office to the storeroom and saw the trunks as they were brought in. When the five big cases had been hauled up in the elevator and wheeled out on the floor, two of the workmen got busy unstrapping them to see that the contents were all right. It did not take many minutes to get the straps off and the tops raised. Then the furs were lifted out and placed on the display counters. Mr. Harbuson picked up one of the rich furs and then another. He went over those skins as only an expert can. Not one escaped his scrutiny. They were magnificent. But when he had completed his examination his face was as white as a sheet.

They were not the Harbuson furs!

[Copyright, 1912, by Richard Spillane.]

The First School Day.

A valiant man, he started forth to school,
His cap slung slantwise on his curly head,
One baby arm clasped close his treasured book.
Each page unsullied, and each word unread.
And I—I watched him go with misty eyes,
My new-found pride at bitter war with this,
That 'neath his schoolmates' gaze his baby pride
Had first refused his mother's proffered kiss.

A weary baby came he back from school,
With tear-brimmed eyes, and wistful drooping lip,
With crumpled book, and little ink-stained hands
That let their unaccustomed burden slip.
And I—I silenced swift my crying heart,
Forgot the long day's heritage of pain—
I only knew I held within my arms
My lonely baby, gathered home again.
—[Martha Haskell Clark, in the Housekeeper.]

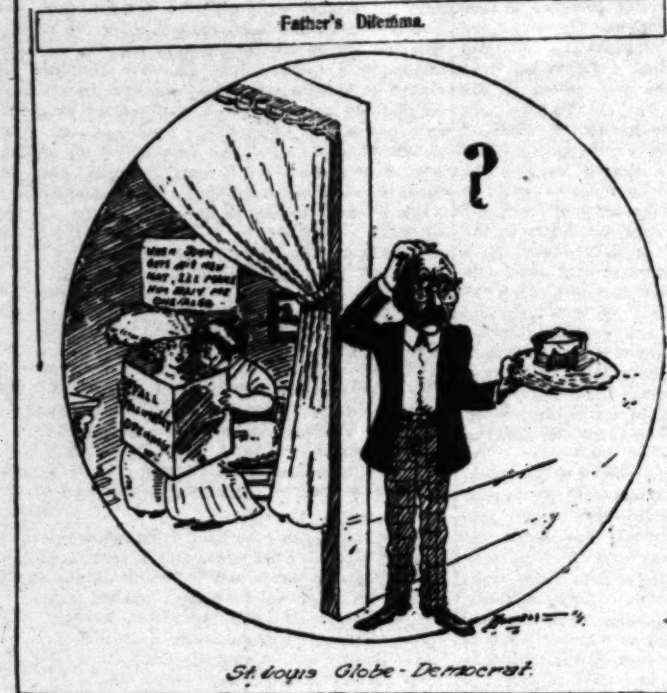
Recent Cartoons.



THE HAZERS ARE NOW "GETTING EVEN"



Father's Dilemma.



St. Louis Globe-Democrat.



NOW WATCH PROFESSOR WRIGGLE GET OUT OF THIS

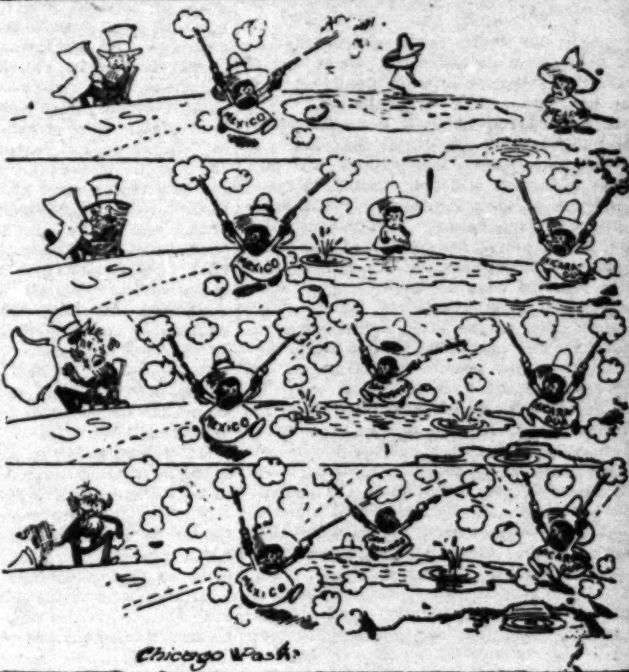
New York Herald.

Aha! The Old Soothsayer's With Us Again.



Omaha World-Herald.

RESULT OF A BAD EXAMPLE UNCHECKED



Chicago Wash.

Good Shows

The Millionaire's Rest.

PIERRE LOTI, the famous French author, praised American energy at the Hotel Marie Antoinette in New York.

"There's a story," he said, "that illustrates well the energy of your men of affairs."

"A gentleman called at the office of an indefatigable millionaire financier. It was 4 o'clock in the afternoon, and the financier lay back in the revolving chair with his feet on his desk, and a pictorial magazine in his hand."

"I've worked mighty hard for the last ten years without a day's vacation," he explained. "I feel all run down, and I'm now going to take a long rest."

"And a well-earned rest it will be, too," said the visitor heartily.

"He departed, expecting that the millionaire would get out at once for Europe or California; but the next morning he saw him presiding as busily as ever at an important directors' meeting."

"Why, how about that long rest?" he asked.

"The millionaire frowned in amazement."

"Didn't I take it yesterday afternoon?" he said.

A Fable for Advertisers.

SIMEON FORD, the humorist, said in praise of newspaper advertising at a banquet in New York:

"There is a fable that all advertisers should have by heart. It runs like this:

"As a shopkeeper dozed, his head on the dusty counter of his shop, the gray cobwebs across his door were rent apart, and a goose entered."

"The shopkeeper rose with a glad smile; he thought he had a customer; but when he saw the goose he muttered an oath."

"What do you want here?" he said. "This is no place for geese."

"Isn't it?" said the goose. "Quack, quack!" And it regarded the shopkeeper derisively, then went on:

"I've come, my dear sir, because I saw your advertisement on the fence that incloses our baronyard. I knew that you must be a goose—or else a donkey—because otherwise you would place your advertisement in a newspaper, where it would be read by human beings, and not upon an isolated fence, where it is only read by donkeys and geese and other baronyard denizens. So, being lonely today, I thought I'd make you a fraternal call. A couple of donks will probably drop in later. Quack, quack!"

No Use for Water.

IN THE days of the old volunteer fire department, there was more quenching of thirst than quenching of conflagrations," said Fire Chief Kenlon of New York.

"The volunteer firemen, I'm afraid, were a sad lot of roysterers. There's a story they tell about a fire back in '69."

"It was a fire at an outlying farm, and when the firemen arrived with engine and hose, the buildings were pretty well destroyed."

"The farmer met them at the gate. He said bitterly: 'No use yer comin' in, boys. There hain't a drop o' water within two mile of us.'"

"But the firemen, mindful of the usual merrymaking that accompanied every fire, pushed right on with their apparatus."

"Oh, that's all right," they said heartily. "We don't mind drinking it straight."

A Nice Distinction.

SENATOR GRONNA, discussing a knotty tariff problem, said in Dakota:

"There is a nice distinction involved here. You don't notice it at first. Once it is pointed out to you, however, you perceive its immense importance."

"It's the sort of distinction that Gobba Golde's beautiful young wife revealed to him during a conjugal quarrel over a diamond tiara."

"People say," quavered the old man, trembling with rage, "people say you only married me because I had money."

"The young woman smiled superbly."

"Rubbish!" she exclaimed. "My primary reason for marrying you was that I had no money myself."

A Narrow View-Point.

DOLPHUS BUSCH, the millionaire brewer, was indicating in Pasadena the road to success.

"Do more than your employer requires of you," he said. "There's the simple signpost pointing success."

"I speak in general terms. It is narrow to speak from your own view-point alone—from the off view-point if you're a Rockefeller, the steel view-point if you're a Carnegie, and so on."

"To speak in that narrow way of success is futile—it is like the way the inanimate objects spoke in the old fairy tale."

ELEANOR DEAR:

You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair.

It was a splendid success, and quite repaid us all for the trouble and work that attends such enterprises.

Miss Brown and I had charge of the fancy table. That, you know, is one

were a number of... One particularly stunning suit was of blue-gray cloth, made on modified...

directoire lines, with a smart little cutaway coat, which showed the Robert-pierre collar, narrow vest and cuff trimmings of red velvet.

The vest fastened with small buttons and the coat with one large button. The skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suspicion of a pannier drapery.

The hat worn with this costume was of gray felt, turned up in front and faced with scarlet velvet. It was trimmed with a high black aigrette.

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Good Short Stories.

Compiled for The Times.

Brief Anecdotes Gathered from Many Sources.

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"And a well-earned rest it will be, too," said the visitor heartily.

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"The secret of success," the stamp said, "is sticking to it."

"To succeed," said the knife, "be bright and sharp."

"Keep up to date," said the calendar.

"Aspire to grater things," said the nutmeg.

"Don't knock—it's old fashioned," said the electric bell.

"Do a driving business," said the hammer. And the barrel added:

"Never lose your head."

"Make light of everything," the fire observed cynically.

"But always keep cool," said the ice."

How the Colonel Was "Stung."

PARK COMMISSIONER CHARLES CHAMBERS, who recently returned from the East, is telling a story on Col. Roosevelt, which, he states, is based on facts and has never been told before.

Col. Roosevelt, according to Mr. Chambers, has a faculty while speaking of demonstrating his political position with any object that may be handy.

During one of his talks in Iowa the colonel used a black walnut for the purpose of confirming statements regarding his attitude in the present campaign.

"Take this walnut which I hold in my hand," declared the colonel from the platform. "This walnut represents the political situation. The hull of the walnut is of no value whatever. The hull then represents Taft."

"Next we come to the shell. The shell after the nut is cracked has served its purpose. It is of little use even for fuel. This shell then represents Woodrow Wilson."

"Now we come to the kernel, the part of the nut which is of real value. It represents me and my policies."

Roosevelt stopped and cracked the nut. "And would you believe it?" asks Mr. Chambers, "the kernel was rotten."—[Fresno Herald.]

American Enterprise.

ROBERT LORRAINE, the English actor, was asked by a reporter on the Olympic if he liked America.

"Yes," Mr. Lorraine replied, "I like America very much. I especially like American enterprise. American enterprise makes the enterprise of other nations look like Tommy Price."

"Tommy Price was a grocer in my native Australia. I entered his shop in my boyhood once and asked him for a bar of a certain kind of soap."

"Ah, I've stopped keepin' it," said Tommy, with a facial movement that was half a yawn and half a scowl.

"Stopped keeping it?" said L. "Why, Tommy, it's the most popular brand of soap on the market."

"That's the trouble," said Tommy Price. "People keep comin' and comin' for it. By crinoo, I'd get sold out as fast as I'd get stocked up. So I jest stopped keepin' it."

A Fashion Note.

LADY DUFF GORDON, at a tea at the Ritz-Carlton, praised the pannier skirt.

"Everybody likes it, it is so graceful," she said, smiling. "Everybody likes it except crusty old fellows."

She turned to a crusty old fellow upon a Louis Seize chair beside her and continued:

"I know a woman whose husband growled at her when she tried on a new pannier gown for him."

"I don't see why you wear those ridiculous big panniers. You haven't got the hips to fill them."

"The woman blushed and bit her lip. Then she said quietly:

"But do you fill your silk hat, George?"

The Troublesome Typesetter.

YORK, was correcting proofs at a desk in the Century Club.

"Typographical errors are the bane of all writers," he said. "I have never had very bad ones myself—nothing like the one I once saw in the famous line—"

"There were roses strewn in my path like mad."

This the typesetter turned to—

"There were roses strewn in my path like mud."

"The other day Mr. Roosevelt was advocating 'the purity of the ballot'—he'd sacrifice himself to bring about 'the purity of the ballot.' But in my paper the typesetter made it read 'the purity of the ballet!'"

"I did once suffer myself—not in a book, in a speech. I was addressing a Scottish literary society, and I began with the words 'Brither Scots!'"

"But the typesetter made me begin—"

"'Brither Sots!'"

Very Likely.

PIERRE LOTI decried mercenary marriages in New York:

"Only the love match," he said, "insures beautiful and vigorous children. Hence I advocate the love match."

and I sympathize heartily with a New York heiress whom an elderly earl proposed.

"The earl, gray, poverty-stricken and decrepit, said to the beautiful young girl:

"Dear lady, I love you more than words can tell."

"She wrinkled up her pretty nose."

"But I suppose you could tell me in figures?" she said coldly."

Our Future Rockefeller.

SAMUEL UNTERMEYER, the brilliant New York lawyer, said at a dinner at the Lotos Club, apropos of certain trust magnates:

"Thanks to watered stock—and watered stock is criminal abroad—these men are indeed rich beyond the dreams of avarice."

"If the watering of stock is allowed to keep on, we'll hear our billionaires talking like this some day:

"'Hello! There goes Jones in his 300-horse-power car. Do you know him?'"

"'Do I know him? Do I know Jones? Why, man, alive, Jones and I were struggling young millionaires together!'"

Winter Prognostics.

THE Cinnaminson Scimitar's financial editor writes:

"The dental profession is looking down in the mouth. With the scavenger, however, everything is picking up. The steeplejack's business, if he is not careful, will be falling off. In the automobile and railroad line everything is running down. The sausage and scrapple trade is on the pig. With the astronomer, however, things are looking up."

Careful of Her Diet.

ROSE PASTOR PHELPS STOKES was talking in New York about the untold good that had been accomplished during the summer by the various country-week associations.

"And how quaint," she said, "were the comments of all those little slum urchins before the wonders of the country!"

"I once led a little East Side girl into a peach orchard, and, picking up a glorious peach from the grass, I handed it to her."

"Eat it," I said. "You will find it delicious."

"But she frowned and shook her head."

"No," she said haughtily. "Oh, no. I never touch 'em till they're canned."

The Henpecked Husband.

EDWARD P. GROSVENOR, who is conducting the government's suit against the Harvester Trust, said at a dinner in Chicago:

"It isn't so much a witness's words as it is the indirect significance of his words that reveals and illuminates conditions."

"A little, thin, elderly millionaire, as his beautiful young wife swept out of the breakfast-room, whispered to the butler:

"Jameson, is my wife going to the Riviera again this winter?"

"Yes, sir; I believe so, sir," the butler answered.

"The millionaire coughed behind his bony little hand."

"And—er—Jameson," he said, "w'm I going with her?"

Nothing Doing.

UPTON SINCLAIR, at a vegetarian banquet in Philadelphia, talked about the "fast cure" that he has done so much to popularize.

"I heard a story recently," he said, "that illustrates the strong hold which fasting has taken on the public mind."

"A beggar stopped a man and said:

"Excuse me, sir, but nothing solid has passed my lips for eight days."

"Eight days?" said the other. "Excellent! Let me congratulate you on the success of your interesting fast. It must be a great saving to you, and I assure you you're looking the picture of health."

Practical Economy.

OSCAR HAMMERSTEIN was talking theatrical gossip at an actresses' tea in New York.

"Isadora Duncan, the lovely barefoot dancer, has bought, I see, a chateau in France," said a pretty soubrette.

Mr. Hammerstein smiled.

"There, ladies!" he said. "See what can be done by saving one's money instead of squandering it all on silk stockings!"

The Trouble.

MAYOR BRAND WHITLOCK of Toledo was trying to encourage a reform visitor from the East.

"We'll lose out," the visitor groaned. "We'll lose out. Defeat is inevitable."

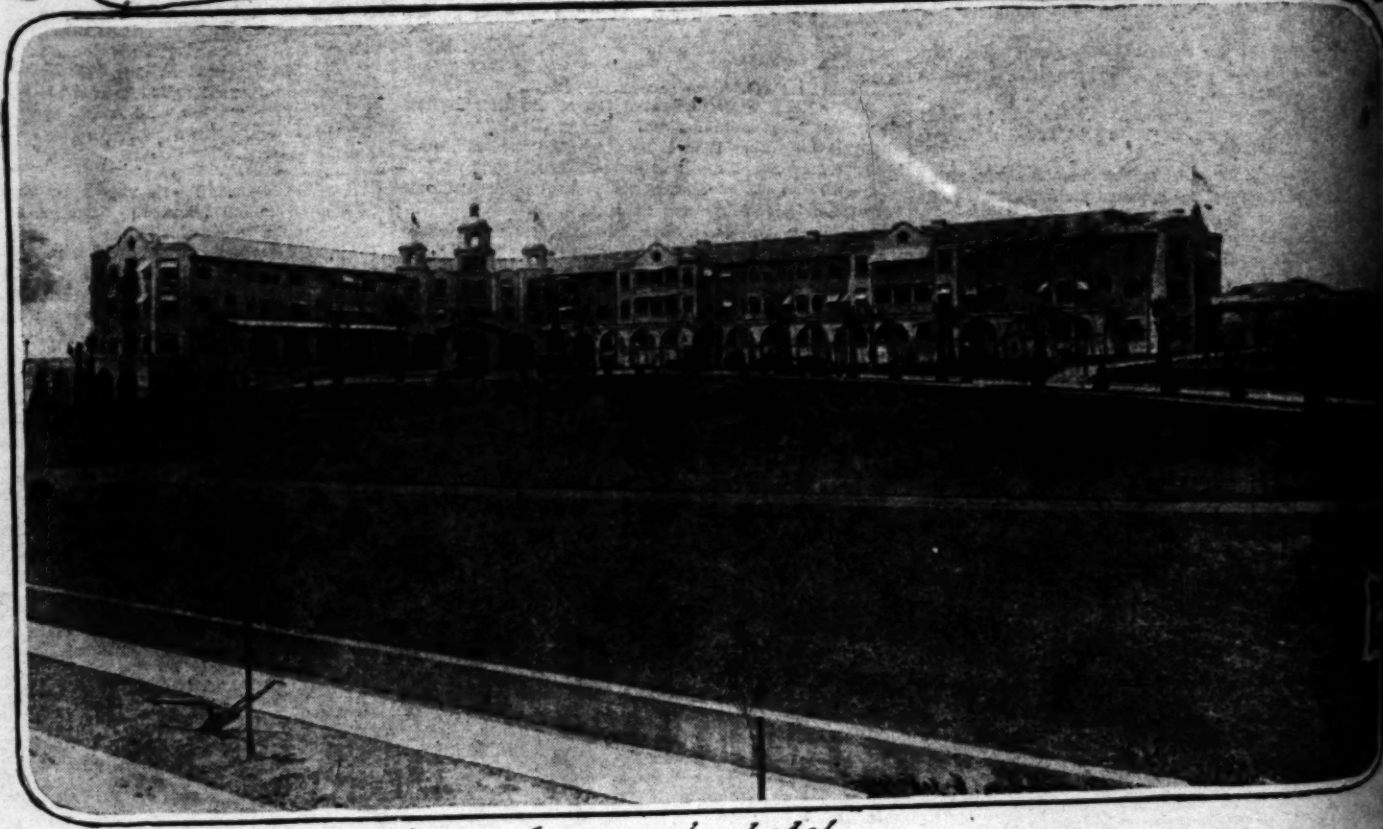
But Mayor Whitlock clapped his friend on the shoulder.

"The trouble with men like you," he said, "is that you accept the inevitable before assuring yourselves of its identity."

SOME SOUTHERN CALIFORNIA CARAVANSARIES



An Elegant dining-room



A popular nearby hotel

Examples of skillful work done by our building places of public entertainment.

[580]



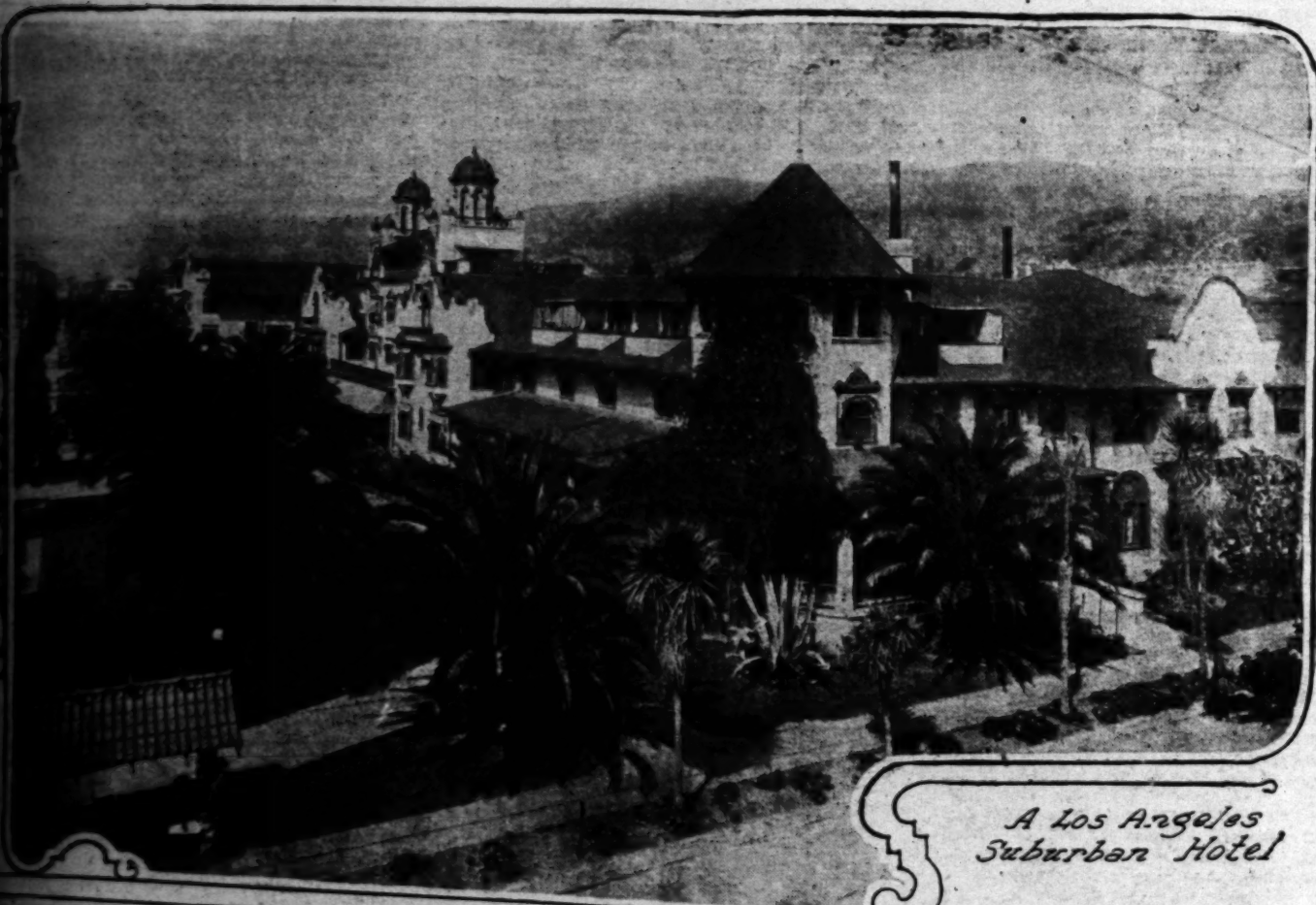
Home for the Ailing

ELEANOR DEAR:
You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair.
It was a splendid success, and quite repaid us all for the trouble and work that attends such enterprises.
Miss Brown and I had charge of the fancy table. That, you know, is one

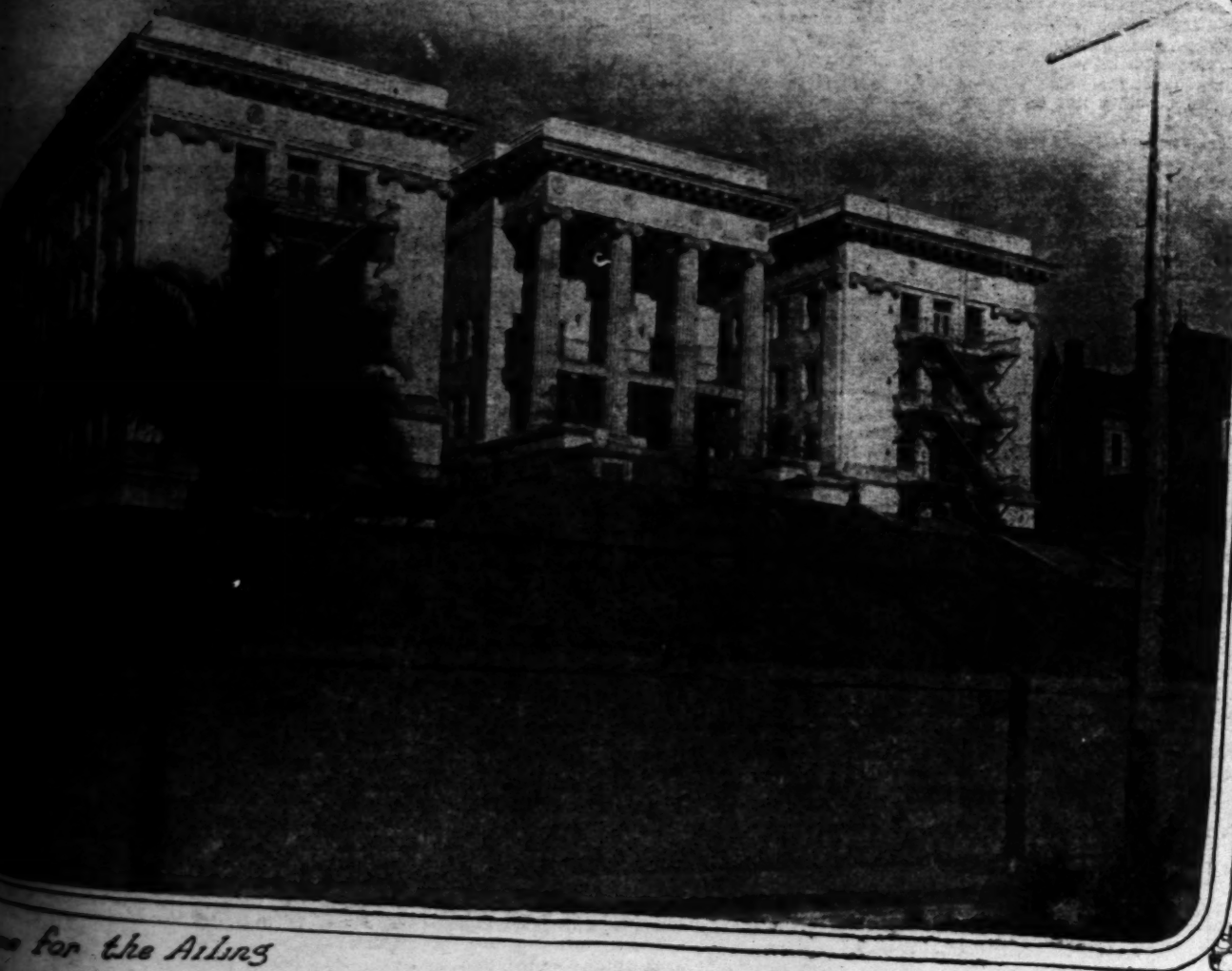
we had a number of fine things...
One particularly stunning suit was of blue-gray cloth, made on modified directoire lines, with a smart little cutaway coat, which showed the flared collar, narrow vest and cuff trimmings of red velvet.
The vest fastened with small buttons and the coat with one large button.
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The hat worn with this costume was of gray felt, turned up in front and faced with scarlet velvet. It was trimmed with a high black aigrette.

...the contest...
Robert John Randolph of Chicago, a...
breaking of whose record in 1901...
Dorothy McLean was a social sensation the...
years ago, is about to marry Mrs. George...
A. McLean, mother of his former son-in-law...
Gov. Wilson spent yesterday...

LIFONIA CARAVANSARIES.



*A Los Angeles
Suburban Hotel*



For the Ailing

places of public entertainment.

[581]

IS READY FOR REVIEW.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Glut on the Market

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the courts really harrying themselves in bills near Rawlins.
Robert Edham Randolph of Chicago, the brother of whose engagement to Miss Dorothy McLean was a social sensation three years ago, is about to marry Mrs. George A. McLean, mother of his former fiancee.

GREAT ATLANTIC FLEET

Benson's Boomerang. By Neeta Marquis.

PREDESTINED.

BENSON was a nice, ordinarily clever boy, whose previous career had been marked with all the dare-devilry of a Galahad.

For three hours he had been on the street watching the kaleidoscope of All Fools' Night revelers, who were celebrating the close of La Fiesta week. There were maskers of every description—men in women's clothing, a few women in men's clothing, clowns, dominoes, amazing negro and Chinese make-ups, caballeria, dancing girls—a whirling mass of strident color.

Standing at last with his well-tailored back firmly set against a stone building at the very storm center of the boisterous gayety, his eye was taken by a group of young people across the sidewalk from him. They were evidently waiting for their car, for it was now 10 o'clock, and such respectable citizens as had not already gone home were fast preparing to do so.

The appearance of the young persons attracted Benson strongly. They looked like his own kind. There were three girls in the care of two stalwart fellows, and one of the girls was facing Benson's way. The rest of the party were absorbed in the antics of a company of Fiji Islanders, in brown tights with spears and feathers, who were endeavoring to execute a war dance out in the congested street. The girl facing Benson held his attention curiously. Her face was pale, regular, and remote in expression, framed in a smooth braid of black hair; but her eyes were blue and a bit wistful. Without quite knowing why, Benson watched her for a few minutes, as well as he might in that rush and crush.

His attention was distracted by the increased jostling of the shrieking, colorful throng crowding between them. An unmasked man with a thick moustache smiled boldly at a pretty woman-promenader, the moustache shooting out a foot on either side of his face and just missing the eye of the woman who laughed merrily as she dodged. Three burly black-face roistersers elbowed their way through the crowd, roaring out rag-time airs and sprinkling flour on the hats of women spectators. Darting gamins made pandemonium with whistles which wailed and tortured with the hiccupping laugh of a tipsy demon. An over-exhilarated young blade in an Uncle Sam costume thrust himself between two tittering little pink dominoes, and marched off down the street with an arm around each. Nobody objected to anything. The spirit of carnival was raging unchained, and conditions would be worse before they were better.

Ogling girls made eyes at Benson as he stood there, among the revelers yet not of them, and some shook ribbons of the Fiesta colors, olive, orange and wine, in his good-looking face. He continued to look on impersonally, although the novelty of the whole wild affair had begun to excite him inwardly like an insidious stimulant.

When the crowd thinned temporarily he looked again toward the little group across the walk. Their car had not yet come. The one girl was still facing Benson's way. As he looked, she suddenly raised her glance, and their eyes met across the stream of clownish humanity surging between. And with that exchange of looks Benson felt the stir of an attraction wholly new to his experience.

He claimed afterward that he acted then before he thought, driven by some strong motive receiving its impulse, perhaps, from the spirit of mad, erratic frolic which impregnated the atmosphere and rendered him sympathetically irresponsible. Or perhaps it was the latent masculine savage in him, stimulated by the orgy of noise, breaking through a thin place hitherto unsuspected in the crust of his Puritanic conventionalities, and rushing out into the light to commit one crude, boorish act. Benson had to explain it to himself in some fashion.

However it was, in a second's time he had made his way through the tide of masqueraders to the side of the girl, put his arm around her, looked down for an instant into her up-turned, startled face, kissed her squarely on the mouth, and disappeared again in the crowd before her escorts had withdrawn their gaze from the frantically cavorting Fijis in the street.

For a few steps he felt as he imagined a pickpocket does after his first theft, expecting pursuit, yet not daring to look back to reassure himself. And he thrilled with a sense of badness and adventure altogether novel and intoxicating.

By the time the crowd had swept him the length of the block his head began to cool. The inner savage had retreated, the rent crust of conventionality closing neatly over him, and Benson's normal self resumed sway to tell him just how mean and contemptible an offender he had been in thus coarsely violating a girl's reserve.

The carnival atmosphere, giddy, mirth-mad, ribald, filled him with a repugnance as sudden as his previous seizure, and he went plunging toward his hotel with a desire only to get safely away from the silly, irritating noise of it all. A free-for-all masquerade was plainly no place for a Galahad in his senses.

Once in his room, he found himself reduced to a state of acute self-disgust. To kiss a girl under some circumstances was a trifling enough affair, perhaps, but to

play the rowdy in public was quite another matter. If it had been any other kind of a girl—one of those pert young things who had dared him with ribbons and showers of confetti—it wouldn't have been quite so bad. But with this sort—it was different. Now that he came to think of it, she reminded him of his sister. And the scared, shocked look in her eyes as she realized his intention toward her was like a dash of chilly water every time he recalled it.

Benson sat on the edge of his bed for an hour or so, moodily trying to understand the thing that had happened to him. He congratulated himself sourly that he was a total stranger in Los Angeles and stood scarcely the remotest chance of ever seeing the girl again. Then he retired, calling himself unpleasant names, and tried to sleep. But through all the mortifying caddishness of the affair over which he groaned, he was curiously conscious of the fresh, thrilling touch of the stranger-girl's lips against his. And that memory was the last to fade when he finally drifted off into belated slumber.

The next day he looked forth with a grim sense of appropriateness upon the faded, morning-after appearance of the city, strewn with dead flowers and air-colored papers, and still hung with haunting memories of a night from a light rain which had fallen at night. Then with a determined effort he got up. As far as possible, the whole sorry business from his thoughts. He credited himself with a slight attack of Dr. Jekyll and Mr. Hyde, and let it go at that.

As he was a healthy, direct-minded young fellow, in a few days the incident had begun to grow endurably dim. He remembered it less often, and with a little less painfully when he did remember. And he was thinking wholly of business one afternoon when, hurrying down the street, he collided with a stout young man hurrying in the opposite direction. Both paused to apologize, when the young fellow whom he had so nearly bowled over laid violent and friendly hands upon him with a great display of joy.

"Bennie, old boy! This is great! When did you blow in? How long are you here for?" he demanded, all in a breath.

Benson, too, was delighted over the meeting. He explained that he was in the city on a matter of law business and would probably remain for a week or two longer.

"Then get your other collar and go out to the house with me," Richard Thomas genially commanded. "Funny thing—you've been in my mind for a couple of days, and I've been wondering how it was we came to chop off that correspondence of ours so suddenly. This is a straight case of thought-transference—read of one just like it in the paper this morning."

"Not guilty on the thought-transference, Dick," Benson answered, "though I'm jolly glad I ran up against you in the meat and bones. I didn't know you were anywhere in California."

"Mother and the girls and I came out here to live two years ago," Dick explained, "and we've been saving a spare room all this time for just such an angel unaware as yourself."

He linked his arm in Benson's and turned in his direction.

"But your family don't know me!" Benson protested. "They don't want me to drop in on them like an uninvited ton of brick!"

"Cut it, eliminate it! Lead me to your suit case," was Dick's response. "We can just make it now in time for dinner."

That evening in the Thomas's comfortable suburban home Benson met Richard's mother, an executive-looking lady extensively interested in club affairs, and the elder of the two girls, Ella.

"Where's Millie?" demanded Dick as they sat down to the dinner table. Dick never merely asked things.

"Millie has a headache," his mother replied, "and won't be with us."

"Poor kid—that's too bad," was Dick's sympathetic comment. Then, after relating for the third time the details of his meeting with Benson, and emphasizing what he persisted in calling the psychic feature of it, he rather devoted himself to his dinner, while Mrs. Thomas and Ella conversed with Clive.

"You will make yourself as much at home with us as Richard himself, I hope," said Mrs. Thomas cordially at the close of the meal. "Ella and I have an engagement for tonight, so our real visiting will have to wait until tomorrow evening."

Benson had an early business appointment for the next day, and left the house before any of the family but Dick appeared.

He was late getting back in the evening, and after dressing hastily, started downstairs to greet his hostess. As he left his room a slender young person in a white wool gown with a scarlet velvet bow at the neck preceded him across the hall. Dick Thomas swung open his door at the same moment, and burst forth hailing Benson jovially.

"How are you tonight, old pal?" was his characteristic greeting. "Hello, Millie,"—this to the girl—"wait a minute. Ben, this is my sister, Mildred. Clive Benson of Dartmouth, you know, sis—you've heard me talk enough about him." Then he dodged back to get the evening paper which he had left in his room.

When Dick's sister turned to look up at Benson her

singularly pale face flushed crimson from neck to hair. She gazed at him, steady and unsmiling for an instant, then with a brief bow proceeded to the stairs, while Benson, his face on fire and his head whirling, clutched the banister rail till his knuckles ached.

It was the girl he had kissed on All Fools' Night.

Benson was never clear as to how he got through dinner that evening. After his very good manners of the night before he impressed Mrs. Thomas and Ella as unaccountably absent and awkward. But Dick was in a talkative mood and held forth at length on his present craze—telepathy, applied metaphysics, mind reading, clairvoyance, thought waves, ad infinitum. On the stream of his unobtrusive volubility the meal passed off well enough, although Mildred, composed as a dish of ice cream, spoke scarcely ten words during the time.

Benson felt about as miserable as a man who is a gentleman at heart could under the circumstances. He knew he was not mistaken in Mildred. He knew that she recognized him. He knew she looked upon him with contempt. Yet there he was, eating her mother's bread, and in her presence, protected by the hospitality of her brother's friendship. It was small wonder that his appetite flagged and his mind wandered.

After dessert there was a general move toward the living-room, but Benson began to excuse himself for the evening, anxious to be alone to think of some way out of his dilemma.

"No you don't, you highbinder!" interrupted Dick with cheerful impudence, thumping him on the back after the amiable manner of his kind and relentlessly boosting him toward the other doorway. "You told me on your honor you would have nothing on for tonight, and if you've got any honor"—Benson winced—"this is where you demonstrate."

"Oh, yes," urged Mrs. Thomas, "we must visit tonight by this beautiful fire. These May evenings are still a little cool, we find. And it isn't often we are all at home for an evening together."

Mildred busied herself in the dining-room after the others left. Benson imagined she was trying to make a chance to slip off unnoticed to her room, or somewhere else where she wouldn't have to look at him. He hoped with all his heart she would make a success of it. But her mother called her.

"May we have some music tonight, Millie dear?" she asked. "Or will it make your head ache again?"

"No—my head's all right," returned Mildred from the dining-room, without great enthusiasm.

"You bet it's all right," put in Dick corroboratively, with a wink in Benson's direction. "Levellest head in the Thomas outfit."

"Come on in and play a little for us then," went on Mrs. Thomas, with a smile for Dick's fooling. "Now can finish without your superintendence."

Mildred made no response, but she came into the room a few minutes later with a dash of color in her cheeks which matched the crimson bow on her bosom. She went straight to the piano and began to sort over her music. Dick had lighted a cigarette and stretched himself in comfort in a low chair before the grate.

Benson, who did not smoke, was sitting in the shadow at one side.

"Well, how does Los Angeles strike you by the time?" demanded Dick, with the resident Californian's greed of praise for his adopted country. "Hard to beat, don't you say?"

"How did you enjoy La Fiesta?" asked Ella, without giving Clive a chance to answer her brother. "Or do you see it all?"

Clive had known with a horrible certainty that he would talk Fiesta sooner or later. He only wished that it had not been brought up before. He braced himself to answer Ella's question as intelligibly as possible.

"Yes—I saw it all." He dragged the words out, fully aware that the silent figure by the piano had stopped rustling the sheet music for a moment. "—was a good deal of a novelty to me."

"To us, too," laughed Ella, looking at Clive with what seemed to him unnecessary and cruel directness. "The funniest thing was Saturday night. Fire of some neighbors and Millie and I—went in together to see the masquerade, and the most romantic thing happened to Millie—"

"Romantic!" Mrs. Thomas protested. "Why, what are you talking about?"

"Well, it was, mother, for she says he was young, good looking, and a gentleman as far as appearance went!" And again her implacably amused eyes seemed to pierce his thoughts.

"Gentleman nothing!" growled Dick. "Benny gasabo that thought he was cast for the leading part! Juan! If I'd been along he'd have got his hoodlum punched!"

"How could you have punched him if Millie was only one that saw him?" retorted Ella. "You were turning full upon the gull-stricken Benson—a young man rushed up to her in the crowd just as we were starting home, and kissed her, before she could get a breath or anything! I think it was exciting!"

"It would have been considerably more so if I had been there with a club," reiterated Dick, with his cigarette threateningly. "Fiesta freedom was a little too far last Saturday night for a decent

abiding town like Los Angeles, and the Council had better see that it doesn't occur again. The idea that a girl under the protection of a couple of able-bodied men has to stand and be kissed by any yahoo that takes a notion!" he fulminated.

Benson was in a cold sweat, wondering how much more of such agony he would be able to live through, while Mildred was very busy with the music again. She turned slightly, holding a piece in her hand and looking furtively over the top of it at Benson. When his miserable eyes lifted involuntarily to meet hers, she compressed her lips and shook her head almost imperceptibly at him as if warning him to silence, then turned to the piano again.

This dazed Benson completely, and when Ella appealed to him for an opinion on the scene described, he laughed a strained, mirthless imitation of merriment. "I should say," he stammered, "that—that—the man must have—lost his head suddenly."

"And Millie was such a goose about it," Ella went on, with sisterly candor. "I caught her crying over it in the night, and I haven't a particle of doubt that it's responsible for this headache she's been having. Though I'm sure I can't imagine why. The idea of worrying over a mere piece of impudent effrontery from a chance—"

"Ella!" interrupted Mildred, speaking with a sharp decisiveness of which Benson had not supposed her capable. "Please spare Mr. Benson the further harrowing details! He must be sufficiently bored already."

"Poor old Millie!" joked Richard, his own wrath already cooled. He looked teasingly at his sister, who was at least four years younger than he was. "She can't say now 'sweet thirty-nine and never been kissed,' can she? Tough luck for little Priscilla."

He turned toward the rigid and suffering Benson as he went on with his affectionate baiting. "She's the chilliest proposition an amorous swain could ever run up against, anyhow. I don't for the life of me see where that chap got the nerve. Now if it had been Ella, here, she'd either have turned the other cheek or else handed him a swift one on the ear."

The door bell had rung a moment before, and a maid came to announce a caller for Ella. That sprightly young lady excused herself, shaking a threatening and very pretty flat at her brother, and went into the parlor across the hall.

Mrs. Thomas, who had been glancing over the newspaper Richard had brought home, ran across an item which reminded her that she had a committee report to prepare for a next morning's club meeting. So she too withdrew, but with the promise of returning before the evening was over. Mildred, her music thus not exactly in demand, was following her mother from the room when Dick caught her hand as she passed his chair.

"Don't you go, sis. Be a sport. Sit down and play her fingers with affectionate brutality."

Mildred considered without looking at Benson, then returned to the piano, and to the accompaniment of her low music Dick began again on what Ella termed his 'spook talk,' discarding with profound seriousness the subjective mind, quoting extensively from Hudson, citing remarkable occurrences vouched for by the London Society for Psychical Research and referring often to Lombroso.

"I tell you, old man," he assured Clive, shaking an impressive forefinger, "we're on the verge of great discoveries in the psychic world. I may not be long on original research myself, because what chance has an ordinary dufer like me to come in contact with the real thing in psychic manifestation? But I tell you I'm not a skeptic, like so many of your high-brow know-it-alls!"

It was all very pleasant for Dick, who needed nothing but an audience when it came to the exploitation of his mind but one thought was uppermost. All his perceptions seemed concentrated upon Mildred. There was a poised and dignified about her bearing under this embarrassing situation which roused his admiration while it deepened his sense of shame for the affront he had offered her.

To his unspeakable relief the telephone bell interrupted Richard's stream of pseudo-scientific theorizing, and Richard himself was summoned to a business conference of painful and overpowering helplessness kept both silent for a moment, and Mildred involuntarily suspended her playing. Then Clive, taking the initiative, seized his courage with a firm grip and crossed the room to the piano.

"Miss Thomas," he began, his face quite pale, his voice constrained, "I realize that explanations and apologies would be only a further insult. All I can say is that no human being was ever more humiliated by the influence of a crazy impulse. Of course I will leave the house immediately after apologizing to your brother. I can only hope his knowledge of me and my own cowardly act"—Benson was still young enough to be a little grandiloquent, even under stress of feeling—"was altogether unprecedented one, and quite as inexplicable to me as if it had been done by—by somebody else."

Now, if you will excuse me, and see Dick upstairs. Mildred Thomas was not tall, nor considered particularly impressive by most people, but as she rose and stood beside the piano facing him it seemed to Clive that she dominated everything in the large room. Except that the color came and went girlishly in her cheeks, she displayed the self-possession of a woman of thirty-five. She spoke with studied clearness, as if she had carefully thought out all that she intended to say.

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"Don't you go, sis. Be a sport. Sit down and play 'Swamp' for us, and I'll forgive all." And he crushed his fingers with affectionate brutality.

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"I don't want you to leave the house," she said. "I meant from the first to tell you so if you gave me the opportunity. It would only be painful for everyone, and as you are here for a very short while, I prefer that you stay your time out as Dick planned. He is fond of you, and I don't want him to become estranged from you on account of—the accident." There was a flicker of scorn in her blue eyes, and she added, "If I had just happened to be some other person than Dick Thomas's sister, the affair wouldn't come under the same code of ethics, you know."

Clive answered her very simply and humbly, though he flushed scarlet under her scorn.

"But I can't stay, Miss Thomas, kind as you are to suggest it. The way Dick has spoken tonight leaves me in no doubt as to the way he feels. I know how I would feel toward any man that—treated my sister that way. And I have the same contempt for myself that I would have for a man that would treat any other girl that way. I'm not the sort—oh, well—I can't explain what got the matter with me."

He thrust his hands savagely into his pockets and scowled blackly down at his shining shoes. Then he said with more quietness,

"I can't go on with Dick as if nothing had come up, you know, and it would be an affront to both your mother and you for me to remain under your roof. No, I can't do it. The least I can do is to make a clean breast of the whole business, and then—leave."

Mildred looked down at her hands for a second before replying.

"I prefer that you do not make a clean breast of it," she said, adding a little tensely, "I planned all this out before you were introduced to me tonight. I thought I recognized you when—we met on All Fools' Night, from the picture Dick has of you. So I wasn't much surprised when he found you and brought you to the house. Of course—a sort of subdued fierceness came into her manner—"It was, as you say, a dastardly thing that you did, such a thing as I would never have expected from you. But there will be time enough to tell my mother after you are gone—and I don't want the others ever to know!"

She said the last words with peculiar force, and her fingers began to clasp and unclasp nervously.

Clive was speechless for a minute, as much with amazement at Mildred's words and manner as with increased misery on his own account. He had evidently been looked upon as a special friend by the entire family for a long time, and his straightforward young manhood revolted at the thought of deliberately deceiving any of them.

"Miss Mildred," he said, "everything you say makes this thing worse for me. Don't you see how impossible it is for me to go on accepting your family's hospitality now, knowing how your mother and brother feel—to say nothing of you?—If I should keep still and stay on I should feel like a coward and a sneak—and that's what I would be." He hesitated. "If it would really make you feel any better about it, I suppose I could go away without telling Dick why just now—frame up some sort of an excuse, you know. But," he finished a little desperately, "I've got to go. It's the only decent thing left to me."

Mildred turned to finger her music, and Clive found himself marvelling at her control. That quiet, pale face of hers—the bright color had ebbed from her cheeks again—showed plenty of reserve force. But a certain wistfulness in her blue eyes with their inky lashes was accentuated by the faint shadows beneath them when she looked at him again.

"I have a right to be considered in this," she said evenly, after a pause, "and it is my wish that matters remain as they are. I have reasons—and I think you owe it to me."

Richard hung up the telephone at that point and re-entered the room, so that Benson, chafe as he might, had no choice but to accept the situation.

He was in a state of misery for the week that followed, feeling like a traitor every time he spoke to Mrs. Thomas or Dick or accepted a kindness from them. Fortunately for him, they seemed to be an uncertain household in some ways, and it was not often that the entire family was present at the same meal.

As Benson went back and forth with Dick on the trolley morning and evening, he was himself compelled to a certain amount of regularity, however. Ella and Mrs. Thomas were the ones most often absent. As Mildred was the housekeeper he could not easily avoid meeting her, though he effaced himself as far as possible when in her presence.

That trying week showed Mildred to him in a new light. He wondered that he could ever have thought that she looked remote and unsympathetic, for her very appearance changed with acquaintance. She was quiet as ever, but he found her personality pervading the entire home life. The family depended upon her for counsel and emergency—and Mrs. Thomas for the wording of a passage in a paper on civic reform, Ella on a question of which frock to wear to a luncheon, Dick, to apply his safety razor to the back of his neck. And they all made a tremendous joke of the fact.

But it was other things which revealed her inner nature to him—trifles, such as the absorbed, emotional way she played on the piano when she thought no one was listening to her; her manner of looking at a flower, or listening to a mocking bird's sudden insistent call of "dearie! dearie! dearie! dearie!" outside the window. It was these which made him realize that loves and pains and appreciations went far deeper with her than with the flippantly happy-natured Ella, or even Dick with his good-hearted obtuseness. He felt that they two

might have been extraordinarily good friends if they had only started in the right way. He even acknowledged to himself at the last that they would have been more than friends if she had answered to his desire.

By the end of the week, however, he had contrived to bring his business affairs to an abrupt settlement, and began his departure to leave the city. This would solve the question of how to get away from the Thomas home without unhappy explanations.

It was late in the afternoon when he went to the house to pack his grips and make his adieu. He had not waited to come out with Dick.

As he entered the hall he heard Mildred at the piano, but the maid of whom he inquired said no one else was at home. Swayed by his desire to see Mildred while she was alone, he halted on his way to his room, then retraced his steps and went to her.

"Pardon me for coming in," he said, entering as she paused in her music, "but I am going north on the Owl tonight—and I want a few words with you before I go away where I shan't see you again."

Mildred's hands dropped in her lap. It seemed almost as if she had been expecting him. He went on very quietly.

"Nothing can ever express my regret and shame over what has occurred. Yet, as this is the last time we are to meet, I am going to say something more. If it is ever a satisfaction for a woman to know that the chance wrong a man may have done her has hurt the man for life, I want you to have that satisfaction. I shall never be the same person again I was before that night. And yet, I know I am already more of a man. This week of humiliation has done its work well."

He came nearer to the piano, and his voice took a deeper, more virile tone.

"And I am going to offend you still farther than I have as yet—in this way. I can't help now but be a little glad I did what I did—sorry for your sake, but glad for my own." He waited half-expectantly for an instant. "And that's all, I think. Do you mind telling me goodbye?"

For answer Mildred leaned her head against the music rack and began to cry.

"Don't—oh, don't do that!" Benson begged, in remorse and helpless masculine confusion. "Forget that I said it—I shouldn't have done it! Don't cry, Mildred—I can't stand that!"

But Mildred's reserve was shattered at last, and she wept on until Clive was at the point of desperation.

"Tell me this," he begged finally. "Tell me that you believe I am at least honest, and that you know I'm not the sort I made you think at first. There's a lot of heartache waiting for me beyond this. Let me have the satisfaction of making myself a little bit right with you!"

Mildred had risen, but she said nothing, while her shaking hands applied her handkerchief to her overflowing eyes.

"That's all I ask—it isn't so very much, is it? Only say you believe I'm not always a cad, in spite of the way I've acted. I can't go and leave you like this."

He turned away at last. "But I will, if that is what you want."

Then Mildred spoke. "Have you stopped to consider," she asked without looking at him, "what—what all this may have meant to me?"

It was Clive's turn to be silent. Neither moved for a long minute. It seemed to Clive that the last vestige of boyish irresponsibility slipped from him with the man's thinking Mildred's question forced upon him. Then something in the unusual droop of her slender shoulders, combined with the tone in which her question had been put, caused a light to break on him.

"Mildred," he said very gently, stepping quite close to her, "I have let you see what it means to me. That it has made me care for you with all the manhood there is in me. Do you mean that it has made you—care, too?"

Mildred lifted her head with one of her little intense motions.

"No, I don't!" she said swiftly. "I mean that I cared—long before, from your picture! And what nearly killed me was that when I finally saw you yourself you should do such a thing as that! I was humiliated for your sake!" she wept, her grief like that of a child over a broken treasure. "And I couldn't bear to let Dick and Ella know, when they josh so about everything!"

Clive thought he must surely be dreaming. Could there after all be some honest explanation of that vagrant influence which had impelled him to his outrageous act—the influence of a virgin attachment for the idealized Clive Benson of a sophomore photograph? He was not so strong on psychic phenomena as Dick Thomas, and it made his brain spin even to imagine such a bewildering possibility.

He had just wit enough left to put his arm securely around Mildred. At last he managed to say,

"But it was you it happened to, Mildred—do you see, dear? That must mean that it didn't happen at all, but was sort intended—predestined—foreordained. Doesn't it? I know something made me do it that I couldn't begin to account for—until now. I'm not above believing it a plain miracle, myself. Because out of all the girls I ever knew in my life, you're the only one that ever made me—take what I didn't know I wanted until after I got it!"

"I guess Dick would say that's where the miracle comes in," Mildred murmured, with a tearful smile, but not withdrawing from his arm.

They were so absorbed that they had not heard the

(CONTINUED ON PAGE 25.)

A Porcine Pessimist. By Jay Stanley Jackson.

HIDDEN TREASURE.

SIMPSON DUCK on a certain June afternoon, as he left his desk for home, was feeling so unusually kind-hearted that, when he heard a dissonant sound issuing from a closed basket which a ragged girl at the street corner offered for sale, he was impelled to do something for the distressed animal. Accordingly he gave the girl a dollar in exchange for the basket without a question as to its contents. He surmised from the sound that the basket contained a puppy, and he assured himself that every man ought to own a dog. Or it might be a kitten, he thought; a delightful surprise that would be for Mrs. Duck, who had no pets. Simpson was not familiar with animals of any sort. How could he identify the squeal? Being a modest and retiring man, he did not examine his purchase in public view. He hastened with it to his street car and put the basket in the most obscure corner of the platform behind him.

The squeal continued. "It is surely a kitten," declared Simpson to himself. He endeavored to forget his embarrassment under the amused glances of the passengers by planning a little presentation speech to his wife. Mr. and Mrs. Duck had been in the habit of a mild falling-out over something or nothing. Now Simpson, feeling particularly benevolent and magnanimous that evening, resolved to forget and forgive and to seal his surrender by this present of a kitten. For Mrs. Duck had always yearned for a cat, but Simpson, detesting the animals, had stood up against her wishes.

As the squealing of the "kitten" became so insistent that Mr. Duck thought the creature must need to be fed, he bent down slyly and raised the lid of the basket. He was curious to see the kitten, but under the eyes of fifty passengers he would not admit his curiosity. As it happened, the curiosity was gratified. The imprisoned animal saw the crack and instantly protruded its nose through the opening. Simpson saw the bit of pink flesh. Instantly he felt a shock. Little as he knew of animals, he did not mistake that shape. It was a pig's snout.

The remainder of the ride was so exceedingly embarrassing that Simpson determined to alight several blocks from home. He determined also on nothing but deserting the pig. Fortunately none of his companions was on the car, he made sure. There he signaled the conductor at once, and as the train ground upon the wheels he bolted for the door.

He had one foot swinging to alight when he felt a sudden seizure. "Your basket," snapped the conductor, as if he had lost patience with absent-minded passengers. Simpson hesitated a moment; he might as well, he thought, leap to the ground and see what he had. But he saw that all the passengers were looking at him and that they knew it was his basket. Holding under their gaze, as the pig continued its plaintive squeals, he seized the basket and fled to the car.

The pig was becoming a serious matter to him. He would have dropped the basket over some fence, but he would not have had the basket over some fence; he would not have had the basket over some fence; he would not have had the basket over some fence.

He was a ray of hope. He knew Smith, the butcher. Perhaps he would—well, he might give him a dollar for a fine young pig. Simpson, sitting on the bright side of things for a moment, looked down the street with his basket, carrying the pig so that the pig would not squeal.

"Well," replied Smith, when Simpson took him to the corner and whispered his offer. "I'm not all that sure about pigs; pork must be inspected." Simpson, feeling the butcher's curious gaze upon him, turned away from the shop.

When Simpson came to him. A block from the house of the Ducks was a family that kept chickens and cats and cats. Perhaps they would take a fine pig. Simpson went hopefully to the door of the unpainted cottage of the Schneiders. "I have a fine pig here, peddle it to your neighbors," he said with a most friendly smile to aid his introduction, as Schneider opened the door. "I have a fine pig here, peddle it to your neighbors," he said with a most friendly smile to aid his introduction, as Schneider opened the door.

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draw a few breaths before his situation became known to the household.

The situation appeared very awkward to him at the moment. He dreaded the inevitable discovery of the pig by Mrs. Duck and her brother, Sampson Carver, a medical student, who boarded with the Ducks. To calm himself he took down the volume of his encyclopedia which treated of "Hog." At least, he thought, it might be well for him to increase his scanty knowledge of the animal. It might be, too, that the book would suggest some way out of his difficulty. He was soon engrossed in the article on "Hog." The history of the animal and a description of the various breeds diverted his mind from his trouble. He became so much interested indeed that he went to the closet, opened the basket and examined the pig carefully. It was white, with a thin tail and a tender skin, he concluded, and this agreed with the description of the Suffolk breed as given in the article. "Ah," said Simpson, rubbing his hands with the first satisfaction he had found in his pig. "It may be a really valuable animal."

Thus encouraged he sallied forth to break the news to the family. He found Mrs. Duck in an inauspicious mood; things had been going wrong generally about the house that day. Therefore he remarked mildly about the weather and determined to postpone the matter of the pig until after dinner. All went well until Mr. and Mrs. Duck and brother-in-law Carver sat down at the table. Then there penetrated to the dining-room a low, insistent squealing.

"What's that?" began Mrs. Duck, all attention; for the noise seemed to originate within the house.

"Some cat on the fence," suggested Mr. Duck, turning hastily to serving his relatives, and making as much clatter as possible with the silverware and china.

"It isn't a cat," declared the wife, on the point of leaving the table to investigate.

"Sounds to me like a pig," contributed Carver.

"A pig in our house?" laughed Simpson, as if the suggestion were a huge joke. "My dear," he added quickly to his wife, "this steak is very tempting."

Mrs. Duck took no interest in his remark. "I'm going to see, since you gentlemen seem afraid," she announced, and instantly left the table. Carver and Simpson remained in their places; Carver because he was certain that no pig could be in the house, Simpson because he knew that a pig was there and he could not decide what to do about it.

Presently they heard a scream from the second story. Carver leaped to his feet. Simpson sat quiet, though very ill at ease. Mrs. Duck rushed down to them, very indignant. "Simpson Duck, it's a pig! A pig!" she cried. "What can you mean? How did it come in your closet?" she carried the basket.

"I put it there," confessed Mr. Duck, attempting to show the calmness and dignity worthy of the head of the family. He even pretended to be eating.

Mrs. Duck threw back the lid of the basket and turned up her pretty nose in disgust at the little pinkish fellow that regarded Simpson and table with bright, beady eyes and showed its interest by infantile grunts.

The suspense was growing intolerable when Carver roared out in a great laugh. Simpson attempted feebly to join in the laugh, but Mrs. Duck's scowl quenched the effort. "Now explain yourself, if you please, Mr. Duck. I begin to think your mind is affected." She deposited the basket in a corner of the room and carefully rubbed her hands with her handkerchief.

Simpson, although he felt he had a right to stand on his dignity, since he might at any time buy a pig if he so desired, sacrificed his personal feelings and resolved to amend matters by telling the whole story. "On my way home," he began, "I thought I should like to bring you a present, and I—"

"Heavens!" cried Mrs. Duck, sinking limply into a chair. "Am I to be insulted in this fashion? Mr. Duck, I will not endure being made a fool of in this way by any man." She began to weep violently and ran off to her room.

Simpson pushed his plate from him and looked sadly at Carver. The brother-in-law was eating as unconcernedly as if relations between husband and wife were quite unruffled. Duck waited for the young man to ask for details, but as Carver maintained a patient indifference as to the pig, which was still lustily squealing in its corner, Simpson cleared his throat, wiped his forehead and plunged into a detailed account of his adventure. Carver laughed immoderately over the story. When Simpson concluded with a request for advice as to what should be done with the pig, Carver shook his head with pretended seriousness and suggested: "Wait till it dies, unless I make it my first case, which might hasten the demise."

Simpson, exasperated by his wife's hysteria and his brother-in-law's levity, rose from the table. Seizing the basket, he strode off to his room. For two hours he sat with newspaper and pipe, endeavoring to read as well as he could between the squeals of the pig. Then he went to bed and tried to sleep to the accompaniment of the shrill, monotonous com-

plaining from the basket. It was not long before he rose and stealthily carried the pig down to the kitchen; it occurred to him that the little animal might be hungry. As quietly as he could he rummaged the pantry. He found a bottle of cream which was being saved for breakfast, a mince pie and a chocolate cake. These viands he set inside the kindling box by the stove and dropped the pig in beside them. Then Simpson tiptoed back to his room and was delighted over a cessation of the squeals. He soon fell asleep, troubled by strange dreams of a kitten with a pig's head and a dog's tail, roaring like a lion.

About midnight he was awakened by noises. He understood at once that the pig, down in the kitchen, was squealing in a new and terrible fashion, and that Mrs. Duck and Carver were already descending to investigate. Simpson threw on his dressing gown and hastened after them. He found the kitchen lighted. Carver was sitting on the floor holding his sides from merriment. Mrs. Duck was near the door, drawing her skirts daintily from the litter on the floor. The pig lay stretched out near Carver. Appearances indicated that it had overturned the kindling box; the cream had gone in a rivulet across the floor and the little cloven feet had assiduously tracked it everywhere; cake and pie were trampled about in a manner truly horrible to a housekeeper so neat as Mrs. Simpson Duck.

Simpson thought that his wife had eyes only for the condition of her floor, but in this he was wrong. "Tell me your honest opinion," she demanded of Carver. "What can be the matter with the thing?"

Carver paused in his merriment. "I have made a thorough examination. The patient appears physically sound. I believe the trouble is mental; the pig is a melancholic."

"But wouldn't all this pastry give him indigestion?" asked Mrs. Duck, with womanly concern for the suffering of the animal.

"Oh, doubtless," admitted Carver with professional calmness. "But he is a pessimist by disposition. That's clear as daylight." He pretended to feel the pulse of the animal.

Simpson, on the doorway, announced his presence by a suggestion. "The pig is a thoroughbred Suffolk," he began confidently. "Now I understand that highly-pedigreed stock is liable to be nervous and very sensitive to unpleasant surroundings. Remember, this poor little fellow has been passing through rather disagreeable experiences."

Mrs. Duck paid no heed to her husband's suggestion. "What should be done?" she asked Carver.

"Well," advised the brother, "the most obvious thing to do is to kill and eat him. All night my mouth has been watering for some roast pig."

Mr. and Mrs. Duck both were shocked. "It's a valuable animal, I tell you," protested the husband.

"Mercy!" cried the wife. "Do you think I would eat a sick pig?"

"I don't think," returned Carver placidly. "Thinking hurts my digestion."

"I know what's the matter," announced Mrs. Duck, with a flash of intuition. "It is suffering from colic. I cannot bear to see the poor thing suffer." Forthwith she ran to her medicine chest and brought a cordial for Carver to administer. With professional skill he poured the mixture down the pig's throat. "Now tie him up in warm flannel," she prescribed, handing Carver a piece of an old blanket. "I don't need any doctors to tell me what to do in a real case of illness." Carver obediently swathed the terrified animal until it was a huge red ball with two bright eyes and a snout protruding. Still able to squeal, the pig redoubled its efforts, and the medicine seemed only to increase its suffering.

Mrs. Duck, casting one look at her floor and another upon the shrinking Simpson, went upstairs with a silence that was portentous. Simpson, fearing what was in store for him, did not follow her until he had Carver for company. "Wish you might relieve the animal," he said to the brother-in-law as they ascended the dark stairs.

"Sorry," returned Carver with unbecoming gaiety, "but it's evidently a bad case of pessimism, and that's not in my line. Nothing but psychotherapeutics can save the patient, I fear. However, I'll think up the best substitute and try it in the morning."

"Wish you would. Good-night." And Simpson Duck crawled into bed again, rather more troubled than ever concerning his pig. Somehow or other sleep came to him at length, and when he opened his eyes again it was broad daylight. He arose, dressed, and with a heavy heart descended to the kitchen. It was true that he heard no squeals; the pig had perhaps recovered. Yet it remained as much a problem as ever.

It happened that Mrs. Duck reached the kitchen as he did. They found the floor clean; the pig was nowhere in sight. The cook, out of humor from scrubbing the floor in the early morning, was sullen. When Simpson timidly inquired whether she had seen a little pig anywhere about, her lip curled disgustingly and she pointed to a door leading to a shed.

To the shed the husband and wife went without

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IS READY FOR REVIEW.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Gait on the Market.

[BY A. P. NIGHT WIRE]

the leaves, with a small syringe. A little soap in the water will make the residue of the liquid and its odor remain on the plants longer. If this is applied before the aphid comes it will keep them away and it should certainly be used at the first sight of aphid on the plants. During winter, when frequent rains wash off such materials, one may "fervently" hose off the affected plants, using all the force of water possible. Then lightly sprinkle the plants with tobacco dust—dust to be sure, not coarsely-ground tobacco. It is better to use this on warm days, for then the strong odor is not too, a very important factor in getting rid of plant lice.

Rural Improvement.

TOO many rural residents seem to think that by reason of the surrounding country being naturally barren it is necessary that their places be improved in appearance. "No use making it too fancy, or in the midst of such barren surroundings it will look too artificial" is what one owner good-naturedly told the writer. Of course it will look artificial. No passer-by will believe that house, fence, walks, foreign plants, etc., arose spontaneously from the soil without the agency or assistance of man. But let us have such places beautifully artificial, not grossly so. Have them neat and clean, snug and home-like, comforting and useful. Do not be afraid of too much proper embellishment. No greater contrast is possible than an oasis in the desert, where the bare stretch of sands is relieved by a tiny spring surrounded by a carpet of green grass out of which rise majestic palms.

Several Pot-Plants.

MR. J. L. C. complains of a large-leaved begonia, in a Japanese tub for three years without change of soil, looking badly and falling to make leaves as large as those of former years.

The description leads one to believe that the plant

care. The greatest success is obtained by grafting the young plants on a hardier stock. Several species have been used for this purpose, but the other species of *Clianthus* common here (*C. puniceus*) proves a good foster-parent. No matter how grown or how much care is bestowed, the glory pea in bloom is ample compensation for time and labor expended.

Coddling Potted Plants.

DO NOT try to nurse or coddle potted plants. Give them plain, common-sense, vigorous treatment. When watering, soak them and have done with it. Give them drink as though they were camels about to start on a long desert trip. Do not give them a little water every little while, but only when they need it, and with a generous supply. No better way to give potted plants drink has been found than to stand them in a tub or other large vessel containing sufficient water to nearly come to the top of the pots. Let them stay in until you see the top soil darkening from the rising moisture. Set them down out of doors for a time so that surplus water may drain out of soil and pot. Such treatment does the job thoroughly without overdoing it.

Fruit and Foliage on the Table.

WHEN fruit is placed upon the table, either for use or ornament, or both, it should be displayed in very plain glass dishes, whether of expensive cut material, molded or blown. No other ware so well sets off the beauty of fruit. Foliage should be present and this should be from the same tree or sort of tree as that from which the fruit came. When necessary to use other and better-keeping foliage it should always harmonize with the fruit. With large sizes as apples, pears, or peaches, the leaves may be large, but with smaller fruits, as strawberries, cherries, currants, etc., some fine and fragile, like maidenhair fern, is most appropriate. Such foliage embellishments should always be finer and more delicate than that with which the fruit grew; not a hard requirement.

Salvias.

LOOKING backward for a few years we remember that the demand for salvias was almost entirely for those of brilliant scarlet, the improved types of *Salvia splendens* being most in favor. A slow but healthful change has been taking place in popular taste and now the call is for blue salvias. Some of the newer and better types of these are much to be desired over the coarse, flamboyant types of a decade ago. Perennials are also much preferred to the transitory annuals, for we should plant for permanence wherever possible and use incidentals only as we fancy them.

The Monoplane Hunt.

To the ordinary individual there might appear little that is humorous in aviation, writes Grahame-White in the October Strand Magazine; it would seem, rather, to be a grim and grisly business, with sudden death always at the pilot's elbow. But the dangers of airmanship are ridiculously exaggerated, and there is, as a matter of fact, much that is amusing in what I might call everyday aviation, and particularly in regard to the operation of a flying-school.

And now as to the most amusing incident I can think of. Well, here it is.

A pupil, after landing at my Hendon aerodrome one evening at the end of a flight on a monoplane, jumped out of the machine before it had stopped running along the ground. Stumbling, he not only let go of the machine, but accidentally touched the engine switch and accelerated the motor to a high rate of speed.

The result was that the monoplane darted away like a big, angry bird; and, as though rejoicing in its newfound freedom, it ran this way and that about the aerodrome, its motor humming defiance.

With confident mien, some of the mechanics hurried out to catch the runaway; but they had not reckoned upon the ridiculously eccentric actions of the machine.

Soon we who were watching were convulsed with mirth. Whirling hither and thither under the impulse of its propeller, but without the power actually to rise, the monoplane seemed instinct with the desire to elude pursuit.

Buzzing away across the aerodrome, it led the mechanics a fatiguing chase. Then, suddenly wheeling round, it plunged at them, and scattered them with the fear of its spinning propeller.

Again they chased it; again the machine, as though a thing alive, wheeled round and made a vicious dart at them. This time one man managed to grip its tail, but he was shaken off and fell flat on his back.

Perceiving freely, and with many terse remarks to express their annoyance, the mechanics again took up their weary pursuit. Meanwhile, quite characteristically, unfeeling onlookers merely laughed.

Up and down, and to and fro, the men ran and dodged and slipped and fell, their furious, unavailing shouts and cries mingling with the spiteful splutter of the monoplane's engine.

At length, having laughed at the ludicrous spectacle until we could laugh no more, some of us who were standing by the sheds made a move to join in the game.

But the machine seemed possessed. It wrenched itself away from the grip of several pairs of eager hands, and then hopped and floundered to some other corner of the aerodrome. One or two of the pursuers sat on the ground, quite exhausted. Others were laughing too much to pursue effectually. And still the monoplane buzzed at large.

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Finally, when we were all weak from running or laughing, I managed to get hold of a wing-tip. The monoplane whirled round and round furiously, but I was able to hold on. And then a mechanic ran in and switched off the motor. At once the machine stopped its absurd gyrations. But while it lasted the monoplane hunt was the funniest sight you could imagine.

THE TUEC

Among modern inventions there is nothing that adds so much to the comfort and cleanliness of the household as the

Stationary Vacuum Cleaner

Providing, of course, that you secure one which is powerful enough to actually CLEAN all the way through the rugs, mattresses, etc.—one which is so simple that it requires no mechanical attention—so quiet that even an invalid in the room where the cleaning is going on is not disturbed.

This Is the Tuec

It is not a portable machine to be dragged from floor to floor—it is set up in the basement and piping connects it with all floors of the house, so that when cleaning is to be done it is necessary only to attach the cleaning hose to the opening in the pipe in the room to be cleaned, and the TUEC, out of sight in the basement, quickly and thoroughly does your cleaning.

The TUEC is a centrifugal fan machine—there are no complicated belts or pumps to cause trouble and noise. The only two wearing parts on the machine are Swedish ball bearings, so that there is practically no depreciation.

The TUEC is so powerful that cleaning tools twice ordinary size are used, and thus the same space is cleaned in half the time required by an ordinary cleaner, and yet the tools, being of aluminum are light and easy to handle. Users of the TUEC tell us that next to running water in the house, they regard it as the greatest household convenience there is.

The TUEC Can Be Installed In Any Building, Whether Already Completed Or Just Under Construction

We give below a letter we recently received from Mr. Levon Agabashian, dealer in oriental rugs, whose judgment of the TUEC is of great interest:

September 9, 1912.

THE TUEC CO.,

Dear Sir:—I am using your No. 300 TUEC constantly in my business of cleaning rugs. It is the only method I have ever found to clean oriental rugs thoroughly without injury to the rugs. I am an expert in oriental rugs and I find that even the most delicate antique is not injured by the TUEC, whereas, a carpet wheel or even a broom in ordinary sweeping would be almost destructive to it. Besides doing such good work, the TUEC saves much time and hard work.

I will be glad to show it to anyone that you may wish to send here, as I am much pleased with it.

Yours truly,

Levon Agabashian

651 South Figueroa Street, Los Angeles.

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PURPLE-LEAVED PLUM.

is known as *Begonia ricinifolia*, so named because of the botanical name of the castor-oil plant to the leaves of which those of this begonia bear some resemblance. The plant is evidently starved and needs a change of soil. If inconvenient or impossible to take it to a good home by shaking off a good deal of the ball of dirt about the roots, clean out the tub and replacing with good soil, being sure that there is a drainage hole in bottom of tub. The plant is a gross feeder and needs strong though not too rich soil and an occasional feed of liquid manure.

Purple-Leaved Trees.

Occasionally, and only in the background and not preferably in days or recesses, should purple-leaved trees be used. Again, as the best two are deciduous we have little use for them in semi-tropic California. Of those we use, the purple-leaved beech (*Fagus sylvatica* var. *purpurea*) is the best. All its branches are strong—decided. Its form and habit are of vigor and it has a rugged look, even in the smallest leaf. The purple-leaved plum (*Prunus pissardii*) is more compact in growth, but as compared with the beech is decidedly lacking in character, and being missing in considerable numbers it would be quite effective. As both have an abnormal color and are deciduous their use is not advised, except in Southern California.

Glory Pea.

Among the smaller plants belonging to the great family of legumes none other favorably compares in its beauty with the Australian Glory Pea (*Clianthus damersii*). It has been sparingly grown in Southern California for forty years, yet the presence of a hundred specimens as many as we have would prove a welcome addition to all. It has extremely attractive flowers, of a deep red color with jet-black blotches. It is a desert plant and quite impatient of man's interference or

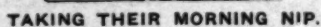
IS READY FOR REVIEW.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Glut on the Market.

[BY A. P. NIGHT]

By Henry W. Kruckeberg.

If a poor mechanic buys one of these fine pullets



Four persons in the above party in the latter three years' fight for justice from Maurice Adrian King, a special investigator for the Illinois Geological Survey, returned yesterday from Marais Lake. He has been investigating the Polish claims and says there is enough evidence to make a case against the convicted draft-harvesting thieves in hills near Rawlins.

Robert Jehan Wandulish of Chicago, the brother of whose acquaintance in 1916 Dorothy McLeod was a social acquaintance three years ago, is absent in marry Mrs. George A. McLeod, mother of his child.

oultry show this year, the dates being November 14, 15 and 16. E. I. Hammond of Riverside is the secretary of the Enterprise.

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Limble Member of Parliament.

London Opinion:—] When a division is called in Parliament the members troop into either the aye lobby or the no lobby, pass the division clerks—who tick off on their lists the names of those voting—and then make their statements to the tellers, whose duty it is to count the numbers. But it has occasionally happened that members have been allowed, owing to physical infirmity, to vote without leaving the bench on which they sit.

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A Handy Life-Insurance Policy.

The World Magazine:—] A curious festival takes place annually in the village of Isobe, in the southern part of Japan. The festival is called the Omits, and attracts large crowds from the neighboring districts. The young men, stripping off their clothing, take their places in a rice-field, where they struggle violently for the possession of a decorated bamboo pole. The man who succeeds in pulling the pole down into the water, which he distributes among the other competitors, retaining a portion for himself. It is believed that if anyone meets with a disaster, or at sea he can easily save himself from a shipwreck by simply throwing a portion of this pole into the sea. With a handy life-insurance policy of this kind, it is estimated that the struggle for the pole is a disadvantageous one.

Short articles of a practical nature are cordially recommended to our readers, relating their experiences and giving their opinions as well as failures. The more we know of you, the more we are able to advise you. In the future, we shall be glad to see your name in our columns, and we shall be glad to see your name in our columns, and we shall be glad to see your name in our columns.

Benson's Boomerang.

(CONTINUED FROM PAGE 23.)

front door open and close, nor the sliding doors behind them glide softly apart.

"Bless me!" briskly exclaimed the self-possessed voice of Ella Thomas. "Bless you, rather, my children!" she added archly, as the two swung around. "I see you've gotten it settled with neatness and dispatch."

Mildred and Clive stared at her dumbly, still holding hands. Then a look of defiance began to add itself to that of guilt on their faces. After such a week of misery as they had put in, it was a pity they couldn't take one deliberate kiss, enjoy one supreme thrill, in peace.

Ella laughed in an elderly, indulgent manner, and advanced to put her arm around her sister.

"In the first place, are you really engaged, or only fooling again?" she asked, looking squarely into Benson's eyes.

"We are!—very much—the former!" Clive responded, earnestly and incoherently.

"All right, then I'll tell you about it," Ella continued. "I saw through this interesting little affair from the first. When Dick brought you out here I knew at once that I had caught a glimpse of you before your dramatic descent on Millie on the street that night. And Millie's manner gave the rest away. I saw the torture you were in, and helped it along because you deserved it, and because Millie needed a little revenge she wouldn't take for herself. This is the way I tried my best to make it turn out. You may have observed that mother and I were out to dinner rather frequently. Because I saw it was the most satisfactory way to save your youthful self-respect. And I brought a lot of Dick's thought-waves to bear on the matter, on general principles!"

The laugh with which she concluded spoke both amusement and complacency.

Clive looked his black amazement at her revelations, but Mildred's eyes filled with tears of humiliation and the rare anger her family seldom saw exhibited.

"Oh Ella—how could you!—how can you!" she stormed, with the wrath of the turning worm. "Oh, I think it's cruel and horrid!" Her voice broke. "I can't have anything but you or Dick think it's half yours! I think you might let me live a little bit of my life the way I want to without trying to turn it into a joke! Oh—Oh—!"

Her distress and her resentment were so real that Ella was shocked into sudden seriousness. A half-kissed kiss had its tragic as well as its comic side, apparently.

Clive slipped his arm around Mildred again and openly supported her in her declaration for independence. Ella looked at them with eyes in which a new consideration began to dawn.

"Don't be foolish, Millie," she said, in a voice from which the maddening indulgence and rillery had disappeared. "I only thought I saw a way to make things a little easier for you."

"Yes, but you've told Dick, and he'll have his delicate little sledge-hammer jokes all ready the minute you give the sign! Oh, I wouldn't care so much, if you didn't try to make out that nothing could have happened unless you had helped it along!" I don't believe you've had one thing more to do with this than Dick's thought-waves have—and you know what I think of them!"

Clive's eyes met Ella's above Mildred's tempestuous head, and both broke into a saving laugh.

"I haven't told Dick one word!" declared Ella, glad that she could deny Mildred's charge truthfully.

"Who said Dick?" asked a voice in the next room, and in another instant Richard Thomas's round face appeared at the door.

It grew more round with amazement as he looked from Ella, flushed and on the defensive, to Clive with the weeping Mildred in his arms.

"What's the row?" he demanded, as Mildred hastily righted herself. "Rehearsal of Romeo and Juliet?"

"No!" cut in the irrepressible Ella, forgetful of her recent reform. "It's the mad scene from 'When We Were Twenty-one!'"

Mildred wilted into Benson's arms again, too abused to care further for appearances. She belonged to an utterly heartless and callous family, and nothing she might say would alter the fact.

"There—I told you! You'd josh if I was dead!" she wept, with a little-girl anguish and abandon that went straight to Dick's heart.

"I would not!" He strode over to her and looked Clive threateningly in the eye when that young man showed some reluctance about giving her up, even to the affectionate arms of a brother. "What's the matter, kiddie?—tell me!"

"Nothing—that is, I'm—we're—engaged!" gasped Mildred.

"Oh—is that all." Dick was visibly disappointed. "Well, I wouldn't cry about it. You can have my blessing." He put out his hand to his future brother-in-law. "Ben, old boy, I congratulate you with all my heart. She's the family treasure, if we do treat her like a domestic pet and rag the life out of her. Excuse me for not being more surprised, but I've been rather hoping—I had a premonition, ever since the psychic circumstance of my meeting with you the other day—"

He turned at the peal of laughter which burst from Ella's lips, in which neither Clive nor the stricken Mildred could forbear to join.

"What's the joke?" he queried mildly.

"You are!" gurgled Ella, detaching him from Mildred and leading him toward the other room. "Come out here and let me put your aura on straight!"

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She closed the doors elaborately on Clive and Mildred, and made a cabalistic sign with her fingers by way of sealing them.

"Don't you go in there again on peril of your scientific soul!" she adjured Dick in a voice of mystery. "Hasn't your life of research left you any perceptions whatever? Those two have been hit by a psychological boomerang, but the case isn't ready for your expert investigation yet."

The Lancer.

(CONTINUED FROM PAGE 5.)

reign with distinction and glory—that what we have seen so far has been merely the outcome of nerves and stage fright and must not be used in permanent evidence against them.

But I do like to see people patriotic and I take off my hat to "An Englishwoman." Continue to stick up for your country, right or wrong, dear madam, and you will find everyone will respect you the more for it. There is nothing quite so despicable as an American acquiescing in abuse of the United States, or an Englishman disparaging England. Genuine patriotism is the most wholesome sentiment we have left, and alas, the Socialists are doing their level best to kill it.

The Stolen Costume.

ENGLAND was recently called upon to send a punitive expedition against the Amuaks, a North African tribe which persisted in annoying the Neurs, another tribe which is entitled to British protection.

The British column had to traverse some practically uninhabited country and were fortunate in finding a surprisingly intelligent Amuak girl as a guide. She had, however, a finger missing and odd pieces of flesh cut out from her legs, leaving deep scars. Like all the tribe, she was quite naked, not even having the row of beads affected by the females. Inquiry elicited the fact that this costume had been stolen some years before and that her indignant husband had called in the services of the "medicine man." This gentleman prescribed a plan of campaign that would surely lead to the capture of the thief, and this entailed those bits being cut off the young woman's body and carefully stewed for three hours with the little finger!

I could not help breathing a sigh of relief when I read that the medicine man's system proved unsuccessful—our modern detectives are so very enterprising and ready to adopt new methods.

A Porcine Pessimist.

(CONTINUED FROM PAGE 25.)

speaking to each other. There they found Carver, his shirt sleeves rolled about his elbows, a knife in his hand, a cigar in his mouth. He was humming an unrecognizable tune between puffs.

Mrs. Duck began: "Where is—"

"The pig?" finished Mr. Duck, all apprehension.

"I have cured him of his pessimism," announced Carver triumphantly. "Say, I just couldn't resist dissecting the little fellow. A glorious specimen."

"Dissecting a pig in my house!" Mrs. Duck appeared on the verge of fainting.

Simpson Duck tried to grow angry over this appropriation of his pet. "Carver," he began.

But Carver paid no heed to the ominous tones of his brother-in-law's voice. "This," explained the student, holding up a part of the animal's interior, "is the stomach of our little friend. I find that he didn't even touch the supper so bountifully provided by Simpson. His stomach is empty." He gave the organ a few cuts and laid it open. Suddenly he uttered a loud "Who!"

Mrs. Duck leaned over one of her brother's shoulders and Simpson leaned over the other, and they saw Carver extract from the pig a fair-sized diamond. The trio looked at each other in amazement. Carver was the first to find his voice. "No wonder he was pessimistic, having swallowed a valuable article like this. Simpson, you owned the pig; the diamond is yours."

Simpson for once had his wits about him. "The pig was a present for you, my dear wife, as I tried to explain last night."

Carver, having cleaned the stone with his handkerchief, held it up to the light. Mrs. Duck took it joyfully. There was a marvelous change in her manner. "It is a diamond!" she cried. "Simpson," she added in the sweetest of voices, as she kissed him fondly, "how cross I was to you, darling! You are so good!"

He returned her kiss and breathed a great sigh of relief.

Aware of His Resources.

[Young's Magazine:] "Where there's a will there's a way," avers Taylor Holmes, "The way, however, varies, as in the case of a certain pickpocket, who was convicted and promptly fined."

"The lawyer of the pickpocket took the fine imposed upon his client very much to heart."

"Twenty-five dollars!" he expostulated. "Your Honor, where is this poor unfortunate man to get \$25?"

"His Honor did not know, or if he did he refrained from saying so, but the prisoner was less discreet."

"Just let me out of here for ten or fifteen minutes," he said, "and I'll show you!"

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Dealers Say Close-Fitting Dresses Have Made Underskirts a Gilt on the Market.

Practical Poultry Culture in the Southwest.

FINE FOWLS AND SOME SUCCESSFUL BREEDERS OF THEM.

By Henry W. Kruckeberg.

A Living Egg Machine.

THE HEN NEEDS A GOOD POULTRY MECHANIC TO OPERATE HER.

HENS ARE egg machines to a poultry mechanic. With a good heredity behind them and a proper environment serving a special nutrition about them, hens are obliged to lay eggs. It is no small thing for a hen to have a good heredity, however, and poultry mechanics are made upon people who have inherited splendid common sense. Not anybody and everybody runs a machine well. A person who can't drive a tack straight, after trying a dozen times, should conclude his sense of cause and effect is deficient and that mechanics is not for him a line of profitable endeavor. The poultry business for profit is a line of mechanics.

The hen that is an egg machine has been bred from laying mothers back several generations. The wild hen is obliged to lay only in the springtime environment. In breeding up the egg machine the poultry mechanic has considered springtime environment upon the wild hen and by confining his hen has endeavored to put a springtime environment continuously about her. A third generation for this hen for the same mechanic is often a good egg machine, but ten years in a line of layers makes a pullet an elegant machine. True, not every pullet in a line of layers will keep to the family deeds, but the longer back she is well bred the more likely she is to do so.

If a poor mechanic buys one of these fine pullets



TAKING THEIR MORNING NIP.

and lets her run, she will soon revert to a wild hen in proclivities. How one runs a machine is what tells. Many a novice complains of a fancy price for a well-bred hen, only to find her a common hen. Many a good breeder is falsely accused of not selling what he claims to have for sale. We must be generous in the start and consider ourselves as mechanics, good or bad, or not at all. It is more work for a good breeder to breed poorly than for him to breed well, and there is but one incentive. When we buy a poor hen for a big price of a first-class breeder we are invariably running the little egg machine poorly. The environment of the hen is everything if you possess the well-bred hen. She must not run far. Her pen must be small, must have sunshine and shade for her use. The ground must be spaded and soft all the time, and never any filth spaded into it. She must work for a living a certain amount, but the living must be put in her pen. Her food must be the kind that keeps her egg machine in fine order. One must study foods and get facts from those who have studied a long time. One must never serve anything to a hen which she can't use in egg-laying, and there is no sense in pitying a confined, well-bred hen. She is happier than a barnyard fowl, in her fine shelter, and lives longer, is prettier, and carries in her eggs certainty of quality.

Be Sure and Start Right.

One who is going to keep a few hens because it is a family economy may think it does not matter much about the stock he buys so long as it is an economy fowl. What constitutes an economy fowl has not been decided upon by experienced caretakers. In fact, it all depends upon conditions that will surround the fowls, and the caretaker is a first consideration. Do not imagine that any old hen, big and hungry, will lay big eggs often and make a fine family roast finally. Do not imagine that you can buy a fine mixed flock of fowls from a crate in a provision store. Do not let anybody persuade you that a mixed, common lot of hens will lay just as many and more eggs than pure-bred hens, and be just as good eating. It is not true. The breeder who breeds fancy fowls does not get fancy fowls from every egg, but he gets fine stock every time. The fancy fowl must look the part, and the pure-breds that do not look the part have got the

stuffing in them that makes the reliable family fowl. These birds do not cost much more than birds in a store crate selling for meat, and only the start costs, if you buy fine birds and breed according to law.

If one wants a lot of eggs at once, buy a lot of pure-bred pullets, of the kind you like, and be told how to feed and house them by the breeder. It pays to buy a sire this time of the year because it is not the breeding season and it does not pay to house only fancy cocks and does not cost a family much to keep one a winter. Do not put the sire with the pullets during winter, but keep him in a next pen until the breeding season begins in late February or early March. During March one can sell enough eggs for breeding to pay for the cost of the pullets and breed those not sold. During March one can buy fresh market eggs cheap for family use, and not use his fancy eggs the first year. The second year one will have all he wants and have the best there is also.

Pullet's eggs are not as strong for breeding as a rule as older hens', but the second year's output comes all right. Another way to start right is to buy two 2-year-old hens with the pullets and breed from the older hens principally. The average hen lays two clutches of eggs during the breeding season, and a fine hen three, with from thirteen to sixteen eggs in a clutch. This gives one a good start, if the eggs prove to be fertile and conditions favorable, for which the caretaker is largely responsible. The hen that hatches her own eggs will bring out two clutches of eggs by June, and a clutch in September or October. She often begins laying the second clutch before weaning her first chicks.

If one not only wants eggs but broilers for family luxury, he must consider breeds and not buy the small breeds; and certain big breeds do not put on flesh early. Plymouth Rocks well grown can be broiled at six weeks, while a Dorking which looks as big would only make a fine bit of soup. The Dorking makes a finer roast than a Plymouth Rock when mature, the meat being juicier, with a spice of the wild meat in it. The Plymouth Rock comes as near being an all-around fowl as any, probably, but to breed for broilers cuts one out of many other benefits in the other breeds. Of all things the breeds should not be mixed. One feeds one breed quite differently from another for best results. A nervous Leghorn hen will go hungry fed with the overbearing Rocks, who drive her from the feeding place, even when they are filled.

Does It Pay?

Whether it pays or not to keep poultry as a family asset depends upon the keeper, and what he considers pay. When feed is high and eggs are scarce is a good time to decide matters. Pay for keeping hens lies in different returns. If one feeds intelligently, gets a few eggs when eggs are very high and many when they are cheap, he will get a fill and not want many when they are scarce. If he sells the eggs the year round he will come out even, money being a pay for eggs. It may be a delightful pastime to care for hens. A fresh egg to boil any time of year, a fryer of a chick killed in health, a small roast of a poor layer, a big roast of an old layer, a fine roast of a year-old cock not wanted for breeding, and a big roast of a fine year-old sire, all killed in health are paying stunts to the receptive caretaker. These things all cost money to buy, hence luxuries of the rich may be the property of the poor if the poultry keeper cares, and feels paid for endeavor.

The family which has grown elegant fowls for years and had the table luxuries of the rich all along, is utterly unconscious of its splendid, constant asset. Of a sudden somebody who works only for cold money as an exchange will perhaps persuade the caretaker he is foolish to work nights and mornings just to let a few hens eat their heads off. Many a caretaker, seeing other people able to leave home any time with nothing left calling, resolves to sell off his backyard pets and quit farming poultry. He puts the table waste into the ash barrel to be carted off, and cleans up his back yard with a new sauce of economy. For one long year he comes down to the level of his fellow adviser, and when he realizes the come down and poverty of a laborer's family without hens, he starts in at once again. And he knows how to start in and realizes that cold money is only one small item which poultry keeping involves.

Anxious Times.

October is an anxious month with poultry, and many a caretaker regrets spring and summer doings. The early pullets we thought would lay in October are moulting and looking neglected. The very early pullets very often moult in October, but it is soon over and with good care they soon start laying and lay into the new year. It is a question whether it is wise to stimulate pullets with red pepper in the mash. Pepper stimulates the ovaries. It seems to help old hens, but often merely worries pullets. The after effects of foods are much better than of stimulants. The pullets we thought would be constant

layers, being hatched in middle and late March, are not constant yet, but the weather has not been constant. It has worried everybody and we must know and wait with others.

The pessimist who sees failure ahead and waits to sell out will furnish a splendid chance for the optimist to buy. The party who wants to sell out now will sell cheap. Think a good many times before you sell, because money cannot make good to you what you part with.

Preventing Fried Eggs From Breaking.

The Petaluma Courier says: "When eggs are fried in bacon fat to be served with the bacon, they lose their appetizing appearance if the yolks break and spread during the operation. This may largely be prevented, providing the eggs are fresh—for stale yolks will break anyway—by warming the eggs slightly before use. It will be found that eggs taken from a very cold pantry in winter, or from an icebox in summer, and used at once will invariably break, owing to the sudden change in temperature. If a range is used avoid dropping the eggs directly into the center of the frying pan. Owing to the center being the focus of the hottest flame the egg will cook to the pan and break when we try to turn it over to cook its reverse side. Drop each egg a little to one side of the center, where the heat it not so intense. Scratchings From the Yards.

More live poultry has been handled by the New York market this year than ever before. It is estimated by the dealers, judging by the quantity received so far, that between 6000 and 6500 carloads of live birds will have been handled in the twelve months from January 1, 1912, to January 1, 1913. The total for 1911 was 4875 carloads and for 1910 3400 carloads. Prices are somewhat higher than in 1911, but slightly lower than in 1910.

The official report of the egg-laying contest held by the Department of Agriculture of South Australia for 1911-12 shows that the White Leghorns did the best work, the 600 birds entered laying 108,472 eggs an average of over 180 eggs per bird.

Reports from different parts of the country indicate that the crop of poultry is the shortest in several years. This is good for the poultryman.

Cracked corn should be fed rather freely with wheat at the night feeding. It is longer digestible and keeps a fowl warm upon the perch. On some birds the moult is not over, and such need heating food at night. The early rains are hard on the fowls, and corn, which is fattening, will not be cold bird.

The Commercial Branch of the Southern California Poultry Breeders' Association is meeting with varying success. Not only has it established a trade in strictly fresh eggs, but it has made a record in the selling of choice breeding stock. This part of the business is indeed a boon to breeders, and affords a ready market for fancy fowls—which is a thing that has long been needed.

The breeders and fanciers of Riverside will be

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GEO. H. LEE CO., Cor. 14th and Alameda

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A Handy Life-Insurance Policy.

[Wide World Magazine:] A curious festival takes place annually in the village of Isobe, in the southern province of Japan. The festival is called the Omits, and attracts large crowds from the neighboring districts. The young men, stripping off their clothing, take their positions in a rice-field, where they struggle violently with one another for possession of a decorated bamboo pole. The man who succeeds in pulling the pole down promptly cuts it into pieces, which he distributes among his less fortunate competitors, retaining a portion for himself. It is believed that if anyone meets with a storm out at sea he can easily save himself from a watery grave by simply throwing a portion of this pole into the sea. With a handy life-insurance policy of this kind it is understood that the struggle for the pole is a distinctly strenuous one.

Short articles of a practical nature are cordially accepted by breeders and fanciers, relating their experiences and giving their views as well as failures. The purpose of public interest bearing on any phase of an enlightening poultry culture, such as feeding and management, disease and its prevention, market conditions, fancy points, etc. The editor of the best thought and practice in an enlightened poultry culture may find a healthy expression in these

ELEANOR DEAR:

You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair. It was a splendid success, and quite repaid us all for the trouble and work that attends such enterprises.

Miss Brown and I had charge of the fancy table. That, you know, is one of the most important features of the fair.

But reflected the most up-to-date fashions.

One particularly stunning suit was of blue-gray cloth, made on modern directoire lines, with a smart little cutaway coat, which showed the Hobs-pierre collar, narrow vest and cuff trimmings of red velvet. The vest fastened with small buttons and the coat with one large button. The skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suggestion of a pannier drapery. The hat worn with this costume was of gray felt, turned up in front and faced with scarlet velvet. It was trimmed with a high black aigrette.

country show this year, the dates being November 14, 15 and 16. E. I. Hammond of Riverside is the secretary of the Enterprise.

The disposition of the male bird has considerable to do with the fertility of the eggs. A male that is greedy and quarrelsome is apt to drive hens away from the feed and gulp down more than is good for him. Such males become overfat and consequently sluggish.

The American Poultry Association is taking a step in the right direction by the appointment of a utility committee. This will make our American breeds all the more attractive. Fowls were created for food, and the more efforts used to bring about the best in that capacity the better for the breeds.

The Electric Hotel.

In the October Strand there is an interesting article descriptive of the Electric Hotel which Georgia Knap is building in Paris.

Every room in the hotel, he says, is in direct communication with the pantry, which is situated in the basement. Around the combined kitchen and pantry you see the electric cookers and the various switchboards controlling the electric currents. But the apparatus to which I would especially draw your attention are the electric lifts—I cannot think of a better word for them—which are placed on the numerous little tables seen here and there. What happens? An occupant in one of the rooms desires breakfast. He rings a bell placed near his head, and immediately a voice, issuing from the dashboard, where one of my loud-speaking telephones is hidden, asks what monsieur desires. Without going to the trouble of seizing a telephone and speaking into a receiver, he gives his orders. Every word he says, though it is spoken in quite an ordinary tone, is heard by the invisible servant. First of all, he wishes the shutters to be opened and the shades drawn. All such things are controlled from the central quarters. The room he finds too hot; its heat can be modified. Then he will be glad to have his morning coffee and rolls, his newspaper, and his correspondence. No sooner said than done—that is to say, in five or six minutes his wishes are attended to. How does he receive his breakfast, etc.? Through the door, in which it is carried by a servant? No, no. I have changed all that. It comes to him through the top of the little bedside table which is to the right of his bed. This table is in communication with one of the lifts in the kitchen below. All the servant has got to do is to place the petit déjeuner on the round tray of the lift and turn on the electric current. On the tray and its contents, reaching the top of the table, the top opens automatically, and the tray, secured by a catch, forms the top of the piece of furniture. The reverse of this happens when the occupant of the room has finished his meal. He touches a button, and immediately the tray and its contents descend to the office.

Limbless Member of Parliament.

[London Opinion:] When a division is called in Parliament the members troop into either the aye lobby or the nay lobby, pass the division clerks—who tick off on their lists the names of those voting—and then make their statements to the tellers, whose duty it is to count the numbers. But it has occasionally happened that members have been allowed, owing to physical inability, to vote without leaving the bench on which they sit.

The most remarkable instance of the exercise of that privilege was provided in the case of McMurrrough, an Irish Conservative home ruler, who was elected to Parliament in the '70s. He had neither legs nor arms and had to be carried in and out of the House, and it was arranged that in every division the members should approach him and ask in what lobby he wished to vote. Incidentally I should say that he had himself to write by fixing the pen in his mouth, and that he was a ready and fluent speaker. His son, John McMurrrough, sat in the last Parliament as a supporter of Mr. Redmond.

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Various articles of a practical nature are cordially recommended to readers, relating their experiences in getting their success as well as failures. The author is so far on his way in his power, to answer the public interest bearing on any phase of an enlightening nature, such as feeding and management, disease, and the market conditions, fancy points, etc. The author of utility brevity and fact is cordially recommended to readers that the best thought and practice in an enlightening nature may find a healthy expression in these

Benson's Boomerang.

(CONTINUED FROM PAGE 21.)

front door open and close, nor the sliding doors behind them glide softly apart.

"Bless me!" briskly exclaimed the self-possessed voice of Ella Thomas. "Bless you, rather, my children!" she added archly, as the two swung around. "I see you've gotten it settled with neatness and dispatch."

Mildred and Clive stared at her dumbly, still holding hands. Then a look of defiance began to add itself to that of guilt on their faces. After such a week of misery as they had put in, it was a pity they couldn't take one deliberate kiss, enjoy one supreme thrill, in peace.

Ella laughed in an elderly, indulgent manner, and advanced to put her arm around her sister.

"In the first place, are you really engaged, or only fooling again?" she asked, looking squarely into Benson's eyes.

"We are!—very much—the former!" Clive responded, earnestly and incoherently.

"All right, then I'll tell you about it," Ella continued. "I saw through this interesting little affair from the first. When Dick brought you out here I knew at once that I had caught a glimpse of you before your dramatic descent on Millie on the street that night. And Millie's manner gave the rest away. I saw the torture you were in, and helped it along because you deserved it, and because Millie needed a little revenge she wouldn't take for herself. This is the way I tried my best to make it turn out. You may have observed that mother and I were out to dinner rather frequently. Because I saw it was the most satisfactory way to save Millie's tender maiden-consciousness and to rescue your youthful self-respect. And I brought a lot of Dick's thought-waves to bear on the matter, on general principles!"

The laugh with which she concluded spoke both amusement and complacency.

Clive looked his black amazement at her revelations, but Mildred's eyes filled with tears of humiliation and the rare anger her family seldom saw exhibited.

"Oh Ella—how could you!—how can you!" she stormed, with the wrath of the turning worm. "Oh, I think it's cruel and horrid!" Her voice broke. "I can't have anything but you or Dick think it's half yours! I think you might let me live a little bit of my life the way I want to without trying to turn it into a joke! Oh—Oh—!"

Her distress and her resentment were so real that Ella was shocked into sudden seriousness. A half-kissed kiss had its tragic as well as its comic side, apparently.

Clive slipped his arm around Mildred again and openly supported her in her declaration for independence. Ella looked at them with eyes in which a new consideration began to dawn.

"Don't be foolish, Millie," she said, in a voice from which the maddening indulgence and raillery had disappeared. "I only thought I saw a way to make things a little easier for you."

"Yes, but you've told Dick, and he'll have his delicate little sledge-hammer jokes all ready the minute you give the sign! Oh, I wouldn't care so much, if you didn't try to make out that nothing could have happened unless you had helped it along! I don't believe you've had one thing more to do with this than Dick's thought-waves have—and you know what I think of them!"

Clive's eyes met Ella's above Mildred's tempestuous head, and both broke into a saving laugh.

"I haven't told Dick one word!" declared Ella, glad that she could deny Mildred's charge truthfully.

"Who said Dick?" asked a voice in the next room, and in another instant Richard Thompson's round face appeared at the door.

It grew more round with amazement as he looked from Ella, flushed and on the defensive, to Clive with the weeping Mildred in his arms.

"What's the row?" he demanded, as Mildred hastily righted herself. "Rehearsal of Romeo and Juliet?"

"No!" cut in the irrepressible Ella, forgetful of her recent reform. "It's the mad scene from 'When We Were Twenty-one!'"

Mildred wilted into Benson's arms again, too abused to care further for appearances. She belonged to an utterly heartless and callous family, and nothing she might say would alter the fact.

"There—I told you! You'd josh if I was dead!" she wept, with a little-girl anguish and abandon that went straight to Dick's heart.

"I would not!" He strode over to her and looked Clive threateningly in the eye when that young man showed some reluctance about giving her up, even to the affectionate arms of a brother. "What's the matter, kiddie?—tell me!"

"Nothing—that is, I'm—we're—engaged!" gasped Mildred.

"Oh—is that all?" Dick was visibly disappointed. "Well, I wouldn't cry about it. You can have my blessing." He put out his hand to his future brother-in-law. "Ben, old boy, I congratulate you with all my heart. She's the family treasure, if we do treat her like a domestic pet and rag the life out of her. Excuse me for not being more surprised, but I've been rather hoping—I had a premonition, ever since the psychic circumstance of my meeting with you the other day—"

He turned at the peal of laughter which burst from Ella's lips, in which neither Clive nor the stricken Mildred could forbear to join.

"What's the joke?" he queried mildly.

"You are!" gurgled Ella, detaching him from Mildred and leading him toward the other room. "Come out here and let me put your aura on straight!"

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She closed the doors elaborately on Clive and Mildred, and made a cabalistic sign with her fingers by way of sealing them.

"Don't you go in there again on peril of your scientific soul!" she adjured Dick in a voice of mystery. "Hasn't your life of research left you any perceptions whatever? Those two have been hit by a psychological boomerang, but the case isn't ready for your expert investigation yet."

The Lancer.

(CONTINUED FROM PAGE 1.)

reign with distinction and glory—that what we have seen so far has been merely the outcome of nerves and stage fright and must not be used in permanent evidence against them.

But I do like to see people patriotic and I take off my hat to "An Englishwoman." Continue to stick up for your country, right or wrong, dear madam, and you will find everyone will respect you the more for it. There is nothing quite so despicable as an American acquiescing in abuse of the United States, or an Englishman disparaging England. Genuine patriotism is the most wholesome sentiment we have left, and alas, the Socialists are doing their level best to kill it.

The Stolen Costume.

ENGLAND was recently called upon to send a punitive expedition against the Amuaks, a North African tribe which persisted in annoying the Neurs, another tribe which is entitled to British protection.

The British column had to traverse some practically uninhabited country and were fortunate in finding a surprisingly intelligent Amuak girl as a guide. She had, however, a finger missing and odd pieces of flesh cut out from her legs, leaving deep scars. Like all the tribe, she was quite naked, not even having the row of beads affected by the females. Inquiry elicited the fact that this costume had been stolen some years before and that her indignant husband had called in the services of the "medicine man." This gentleman prescribed a plan of campaign that would surely lead to the capture of the thief, and this entailed those bits being cut off the young woman's body and carefully stewed for three hours with the little finger!

I could not help breathing a sigh of relief when I read that the medicine man's system proved unsuccessful—our modern detectives are so very enterprising and ready to adopt new methods.

A Porcine Pessimist.

(CONTINUED FROM PAGE 25.)

speaking to each other. There they found Carver, his shirt sleeves rolled about his elbows, a knife in his hand, a cigar in his mouth. He was humming an unrecognizable tune between puffs.

Mrs. Duck began: "Where is—"

"The pig?" finished Mr. Duck, all apprehension.

"I have cured him of his pessimism," announced Carver triumphantly. "Say, I just couldn't resist dissecting the little fellow. A glorious specimen."

"Dissecting a pig in my house!" Mrs. Duck appeared on the verge of fainting.

Simpson Duck tried to grow angry over this appropriation of his pet. "Carver," he began.

But Carver paid no heed to the ominous tones of his brother-in-law's voice. "This," explained the student, holding up a part of the animal's interior, "is the stomach of our little friend. I find that he didn't even touch the supper so bountifully provided by Simpson. His stomach is empty." He gave the organ a few cuts and laid it open. Suddenly he uttered a loud "Who!"

Mrs. Duck leaned over one of her brother's shoulders and Simpson leaned over the other, and they saw Carver extract from the pig a fair-sized diamond. The trio looked at each other in amazement. Carver was the first to find his voice. "No wonder he was pessimistic, having swallowed a valuable article like this. Simpson, you owned the pig; the diamond is yours."

Simpson for once had his wits about him. "The pig was a present for you, my dear wife, as I tried to explain last night."

Carver, having cleaned the stone with his handkerchief, held it up to the light. Mrs. Duck took it joyfully. There was a marvelous change in her manner. "It is a diamond!" she cried. "Simpson," she added in the sweetest of voices, as she kissed him fondly, "how cross I was to you, darling! You are so good!"

He returned her kiss and breathed a great sigh of relief.

Aware of His Resources.

[Young's Magazine:] "Where there's a will there's a way," avers Taylor Holmes. The way, however, varies, as in the case of a certain pickpocket, who was convicted and promptly fined.

"The lawyer of the pickpocket took the fine imposed upon his client very much to heart."

"Twenty-five dollars!" he expostulated. "Your Honor, where is this poor unfortunate man to get \$25?"

"His Honor did not know, or if he did he refrained from saying so, but the prisoner was less discreet."

"Just let me out of here for ten or fifteen minutes," he said, "and I'll show you!"

IS READY FOR REVIEW.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Gilt on

Men and Women.

WOULD you not like to be born a Japanese and be called when you die? The Japanese religion, that is the real Japanese, is a worship of ancestors and the ancestors are the only gods that Shintoists believe in. It is not only the Mikado and nobles who are called, but every family has all the ancestors of his name in full down before and worship. Sometimes the Japanese daily foreigners. The people of the country have adopted a great deal of western science, and none more than medical science. So when you go to Tokio you will see a temple in the gardens of the Imperial Institute for Infectious Diseases, dedicated to Robert Koch, the great German bacteriologist. The Japanese word of medicine is known as Yakushy. He came from Japan. The Yakushy of the present is Robert Koch.

Just years ago there was born near Watertown, N. Y., a farmer's son, who was named F. W. Woolworth. He had little schooling and worked on the farm until he was 20 years old, interruptedly attending the public school. He had had two terms in a business college. Then he went to New York, got employment in a dry goods store as clerk, and at the end of a year was making \$1 a week. Five years afterward, when he was 26, he married. He had saved \$50 and, borrowing \$100, went into business. He has now 600 five and ten-cent stores scattered all over the country, doing an annual business of \$60,000,000. He is now behind or under no building in the world, a fifty-five story skyscraper in New York.

Miss Walsley, a graduate of Wellesley College, says it is cheaper for wealthy parents to send their children to college than to keep them at home. College girls can be well dressed with fewer clothes and less of the expenses of traveling and of society entertainment. The average cost per annum for Wellesley students is \$200.

The old recently of the old soldiers at Los Angeles are also to send members of the Women's Relief Corps. The oldest living army nurse is said to be Mary Ann, who celebrated her eighty-sixth birthday about last year. She is said to be remarkably active, and is remembering reminiscences about her war experiences.

Miss I. Susan Harriman seems to be a woman of an open mind. She is organizing a series of lectures with a proposed national scope, the subject of which is "Cut the cost of living." Mrs. Harriman is a suffragist but says antis are as welcome to her organization as the others, which is to have no religious or religious test, but simply the purpose of showing householders how to live at lower cost.

Mr. I. Chang has been appointed Commissioner of Education for two great southern provinces of China. He is Dean Chang, and has been for years the Chinese Consul in the faculty of the Canton Christian College. He was converted to Christianity many years ago and still continues to serve as dean in the college. He was one of the earliest advocates of education in China and as editor of a newspaper in Canton did much work for the cause.

Mr. Barber recently purchased 2200 acres of land in the State of O. for the purpose of carrying on farming. He father owned a small match factory but began life as a salesman. The enterprise was so successful that factories were built in as many as ten foreign countries. The youngster then went into manufacturing, organizing banks and building. He is now 21 years old, and proposes to start a farming company to be made a dividend-paying business. He has his farm in proper running order he has his business free of charge. His farm will be a live-stock, poultry, pigeons and all other branches of farming.

Mr. Small, commander of the General Lawson Garfield and Navy Union, has recently received by the Government a bronze medal for distinguished service in the World War. He was a petty officer when only 18 and served on the Minnesota when that ship was captured by the Merrimac in Hampton Roads. On June 30, 1865, he had a record of service in the hardest sea battles of the war. The ship was on one side a picture of the Monitor and on the other the inscription, "The Monitor, for services."

Miss Conroy of Gloucester, Mass., a young woman of 20 years of age, is the only New England practitioner. Her father is one of the contractors of the Massachusetts Highway Commission and recently was called away she finished the "job," and with the laborers each morning and continuing to work all day.

Miss M. Iddols, who was present at the funeral of the Titanic survivors, on her way to Europe, is having a different sort of experience in a journey from Lucerne to Interlaken, going over the highest passes of the Alps, and enjoying three days in July. Mrs. Iddols is a national officer of the Red Cross.

Industrial Progress.

THE fall of the year is with us, and with that season comes the settlers' movement, when the railroads put in force low rates from the Middle West to the Coast, resulting in an annual influx of about 50,000 additions to the population. A similar movement in the spring brings perhaps as many more. This is in addition to the daily movement all the year around, of tourists and home-seekers removing from their old location to the country by the Western Sea.

This all has a very intimate and powerful influence in the industrial progress of all the western country year by year. It means not only a steady stream of population, but accompanying that comes a stream of new capital. The new settlers must have lodgings of some kind, and most of them want settled homes. This means new furniture in most instances and additional customers for all the business establishments on the spot. In the long run (and not very long at that) it means the establishment of new business of all kinds. It is accompanied by the subdivision of the land into smaller holdings, with a larger production per acre from better till and more care. This is that has changed the old sheep and cattle ranges into wheat farms and these into fruit orchards. The transition from grazing to general farming meant an increase of 1000 per cent. in the population and the transition from general farming to horticulture meant the cutting up of quarter sections into five and ten-acre orchards. As population thickens there becomes a broader market for all kinds of finished products and with this market comes the establishment of factories with all their varied forms.

The Collector of Internal Revenue in the district whose center is Los Angeles city, reports for the month of September gross collections amounting to \$71,129.22. The Collector of Customs reports receipts of \$47,786.17. Both of these figures show a handsome increase over last year.

The people about Lancaster have petitioned the county school board for a new school district in that part of Los Angeles county, and at the El Monte district there is also felt the need of a new school district to be made by subdividing the old one.

September 15, 1911, a postal savings bank was opened in Los Angeles. In the year the accounts numbered 6714, and the total deposits amounted to \$311,620.

In eastern Washington the farmers expect to receive \$25,000,000 more for the crops of this year than for those of last. That is about the way things run all through the western country.

The Llewellyn Iron Works, which have been operated in Los Angeles for nearly thirty years, are to be removed to the new industrial town of Torrance, near the harbor, where a new plant will be erected to cost about \$500,000. It will occupy a tract of 125 acres secured at a cost of \$750,000.

Near McKittrick in the San Joaquin Valley, a brand-new oil territory has been proved, known as the Carizo Plain District.

The demand for land in the mesa around Ontario is reported to be very brisk. In a year alfalfa ranches have advanced in value from \$200 and \$250 an acre to \$450 and \$500 an acre. Orange groves have advanced in the same time from \$500 to \$1000 an acre for young groves set a year ago.

The southwest corner of Seventh and Olive streets, 102 by 112 feet, has been leased for ninety-nine years at a total rental of over \$4,000,000. The lessees are to pay \$30,000 a year for the first ten, and \$32,000 a year for the rest of the time.

The State of California has bought \$250,000 worth of Pasadena bonds for the purchase of the water works of the city. The whole sum of the bonds is \$1,250,000. The Pacific Electric Railway of Los Angeles has asked for permission to issue over \$79,000,000 of bonds still unsold.

A portion of Occidental Park surrounding the new Occidental College campus in Eagle Rock Valley has been sold for \$125,000, and the buyers are contemplating extensive street improvements throughout the tract.

The city of Glendale has completed its elaborate electric-lighting system, installed in a very elaborate style at a cost of \$15,000.

About a year ago the Los Angeles Investment Company secured a lot on Hill street south of Eleventh for \$48,000, which was sold a few days ago at \$63,000. The same company in July of this year bought a lot on Olive street south of Ninth for \$55,000 which they have resold for \$62,500. Another lot on Olive street south of Tenth, including a two-story flat building, has changed hands at \$55,000.

Plans for a new postoffice building at Monrovia in preparation for some time past are about completed and it is hoped the construction of the building will begin soon.

At Ocean Park, where the fire took place about a month ago, at the entrance to Fraser Pier, work is in progress on three blocks of ten stores each. The cost will be \$100,000.

In Madera county, San Joaquin Valley, the old Sharon ranch of 22,000 acres has been bought by a Los Angeles syndicate at a cost of about \$1,000,000. It will be subdivided into small farms.

The great twelve-story building at the corner Grand avenue and Seventh street to be erected by John Brockman, will be undertaken at once. The cost will be about \$400,000.

The northwest corner of Broadway and Ninth street, 95 by 160 feet, has been sold at \$427,500, or \$4500 a front foot. This property was sold early in the year at \$3750 a foot.

The Eastern Arizona Railroad, through the Gila River Valley, is about to construct an extension of three miles to provide an outlet for the ores of the Gila Sulphide Copper Company.

The city authorities of Riverside are contemplating a development of power and lighting facilities at a cost of perhaps \$1,000,000 in connection with the water system.

On a slightly location on Ocean View avenue near Alvarado street a new apartment-house is about to be erected of the dimensions of 100 by 146 feet and to contain 100 rooms.

A tract of 5200 acres in the Centinella and Sansal Hedondo ranches has been sold for about \$2,000,000. It is of course for subdivision purposes.

The city of Redondo Beach contemplates a bond issue of perhaps \$250,000 for the improvement of its harbor.

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Good Little Poems.

Singular Plurals.

We'll begin with a box, and the plural is boxes,
But the plural of ox should be oxen, not oxes;
Then one fowl is goose, but two are called geese;
Yet the plural of moose should never be meese;
You may find a lone mouse or a whole lot of mice,
But the plural of house is houses, not hie.
If the plural of man is always called men,
Why shouldn't the plural of pan be called pen?
The cow in the plural may be cows or kine,
But a bow if repeated is never called bine,
And the plural of vow is vows, not vine,
And if I speak of a foot and you show me your feet,
And I give you a boot, would a pair be called beet?
If one is a tooth and the whole set are teeth,
Why shouldn't the plural of booth be called beeth?
If the singular is this and the plural is these,
Should the plural of kiss be nicknamed keese?
Then one may be that, and three would be those,
Yet hat in the plural would never be hose,
And the plural of rat is rats, not rose,
We speak of a brother and also of brethren,
But though we say mother, we never say methren,
Then masculine pronouns are he, his and him,
But imagine the feminine, she, this and shim,
So the English, I think, you all will agree,
Is the most wonderful language you ever did see.
—[San Francisco Cal.]

Philosophy.

I always try to be content,
Though pow'r I've none, nor pelf—
I might as well be who I am,
As merely be myself!

When others go on foreign trips
To England, or Siam,
I stay at home—I might as well
Be here as where I am!

When others costly raiment buy,
I don't bewail my lot—
I might as well have what I have,
As have what I have got!

And when some rich dyspeptic soul
Moves on from earthly sight,
I'm happy that I have my street
Address and appetite!
—[Guy Oliver., in New York Sun.]

Of Poe Envyng the Angel Israfel.

Strange progeny of chance and choice—rude sire
And dam of destinies, ignobly joined—
To purge his baser metal he purloined
A precious spark of pure Promethean fire
And spun his soul in one ecstatic wire
Whose vibrant yearnings were in music coined
That conjured dim cathedrals, arched and
groined;
With cynic gargoyles on each airy spire!

Could he have dwelt where Israfel made mute
The singing spheres with envy of his art,
Had it been joy or sorrow to discern
Still fairer, further worlds—a wilder lute,
The organ of some hotter kindled heart,
That storms the stars with melody superne?
—[Owen Terry., in New York Sun.]

September Maid.

Oh, maid of September,
We're glad, faith, to greet you;
We do not remember
A maid that can heat you;
There's tan on your features,
Wind blown are your tresses,
And clever the creatures
That fashioned those dresses.

You sought fish and caught 'em—
You romped on the beaches;
But now that it's autumn,
You're here with the peaches;
In all the year never
Was such a gift slipped us;
We'd grieve long if ever
September's girl slipped us.

—[Denver Republican.]

The Home Team.

Our catcher comes from Keokuk,
Our pitcher votes in Troy.
Our shortstop—ah! we played in luck
To get that Pittsburg boy.
Our first base lives in Chicopee,
Our second base in Milwaukee,
Our third in Kalamazoo;
Our right field's married in Spokane,
Our left resides in Eastport, Me.;
Our centre's from Peru.

—[Life.]

By Women and Men of The Times Staff

the courtiers dwelt, harrying themselves in hills near Rawlins.

Robert Isham Randolph of Chicago, the brother of whose concern was in Win-
years ago, is about to marry Mrs. A.
A. McLean.

and colors and patterns as will show you to your greatest advantage. Avoid pronounced effects and peculiarities. Be daintily groomed always, in every detail of your person.

Read and study, and keep yourself strictly up-to-date. Cultivate your conversational powers, and a pleasant manner, which is neither too dignified nor too effusive.

If you have the making of a voice, cultivate it, and you may perchance sing the hearts out of people whom you could win in no other way.

Cultivate a rich, loyal, noble nature, full of generosity and sunshine. Love much; be full of sentiment without sentimentality. Be a good listener and a sincere sympathizer, and you will draw hearts as a magnet draws steel.

Keep yourself healthy by hygienic living and happy thoughts, for rosy cheeks and sparkling eyes in themselves constitute beauty.

Follow these directions carefully, and if by the end of a twelvemonth you be not able to fill your dancing slippers, and land some romantic youth at your feet in the conservatory, there is something wrong with your medicine sagacity.

TEACH THE CHILD SELF-RELIANCE.

"I am often in a quandary," said a mother of extremely modern ideas, and intelligence, "as to how far I should exercise personal supervision and control over my children and how far I should allow them free will to do as they will. I will confess that I am uneasy when they are out of my sight, and worry unconsciously until they are once more where I could aid them if they should need me, and where I know they are in no personal injury to themselves."

Of course, dear madam, you would not be a normal, loving mother if you did not feel that way. Every hen in the backyard has the same instinct; and furthermore, she does not allow her chick to stray out of her sight until she knows it is old enough to shift for itself with safety. But you, dear madam, are forced to trust your child at times to the care of others, even during its infancy, although you invariably worry—as you confess that you do—until your child is once more in your arms. If you were an Indian mother, you would carry it around on your back, and it would go with you wherever you should go, until it arrived at an age when it had become too heavy to carry. As it is, you must learn to have somewhat of confidence in circumstances and people. If you do not you are likely to reduce yourself to a nervous wreck in bringing up your family. A little mother whom I know has gone under two or three times because of this strain, and has never been able to do herself justice physically or any other way because of it. The slightest noise during the night will start her sweet little anxious, pale face peering through the dark. And although her chicks are good-sized girls, some of them at an age where most girls consider themselves young women, they are almost as helplessly dependent upon their mother as very little children. Bewildered children, devoid of that robustness which comes with health and opposition, the little mother has to remedy any trouble in keeping them closely under her wing.

It is a wonderful and a beautiful devotion as far as devotion goes. But it cannot be a wise devotion that leaves the child the opportunity to develop its own character—its own measures of initiative, its prowess of independence. When this child goes forth into the world it will be at the mercy of others wiser and stronger than itself. It will trust others, because it is accustomed to being led. Naturally, it will meet with success to betray its confidence, sooner or later, in the way or to what degree will depend upon circumstances.

The child is good, tractable and obedient because it has never tasted freedom—never has known the test of its own powers. There is always danger that upon the child, indulged to its own possibilities it will make a wrong plunge, intoxicated by the delight of using its own strength. It is a delight, for there is something in every child that craves, nay demands, freedom, and the right to try out its own mental and moral muscle. The demand exists even in the little child, and within the range of safety its exercise should be permitted. What is the range of safety? That is the question which perplexes the mother.

It is unwise to give advice. Nevertheless, good advice, if you love your child, don't let him go through the world without it. How is he to know the difference between right and wrong, safety and danger, if you simply say, "Do that," without giving him a reason? It is right because mother says it is right. And he will not out one fine day that it is right because it is mother's convenience, which she might have told him at the first place, so as not to confuse his standards of right and wrong, and his faith in mother.

When children are small and it is necessary for them to be with them in the street or the public place, teach them gradually how to care for themselves. You can instruct them in what they should do, and tell them why they should avoid it. You can gradually train them into self-reliance, so that you can leave them on their own side. Is this not better than wrecking their nervous system, and harassing the child with the absence of which he is utterly at a loss as to what he should do?

NOT DENIAL, BUT NON-WASTAGE.

True economy does not mean counting your pennies and spending just as few as you possibly can in

providing the household necessities. A woman who provided her table so closely that her husband died of anaemia thought that she was an economist. Another one who appeared in public with her husband among his business associates, with shiny spots on her sleeve elbows, and patched places on her skirt, considered herself an economist.

True household economy does not consist in denying any member of the household any necessity, but in not wasting material of any kind, whether of the larder or the wardrobe, after it has been bought. Half-worn garments, together with their trimmings and attachments, may serve a good many purposes after their usefulness, in unison, is at an end. A woman of resources may wash, press, remodel and retrim her cloth dresses as long as the goods retains its integrity. Even when she is able to buy new gowns, it is well to have seconds and thirds hanging in good condition in the closet, to be worn upon occasions. When their usefulness is at an end for mother, the goods may be ripped up, washed and ironed again, and made into little princess dresses to be worn by the little girls to school, under their fresh white pinafores. Cheap goods, of course, will not last to this end. It is therefore the best economy always to buy good material.

When any gown is taken to pieces, whatever trimmings or linings may be in good condition may be smoothed out, rolled into small compass, and laid away. Goods should never be put away without being first thoroughly cleansed. And wash goods should never be laid away starched.

Lace, even of a cheap quality, usually outlasts the garment which it trims. By ripping it from the worn-out garment, washing, pressing and rolling it away, a quantity of dainty trimmings may accumulate which will come in very handy at some later date. Sometimes a bit of fine material is left over from a white frock, which, with the laces stowed away, will make a dainty corset cover or a fancy short kimono. A woman can never have too many of such trifles about her.

Sometimes large pieces of silk petticoats will remain clean and intact after the remainder of the skirt is worn out. Such pieces should at once be cut away from the worn part, the latter being consigned to the rag-bag for one of the economies of the household is not to take up, for useless materials, space that is needed for other things.

Worn-out tablecloths may be cut up, and the good parts made into napkins. The good parts of old towels may be made into wash-rags. Discarded wire hat-frames may always be brought into use later by the woman who is clever enough to reshape them into a modern style. And it should be remembered that felt and straw hats, if they are of good material, may always be dyed and reblocked into new shapes. Even old silk gloves and silk stockings should be washed and put away, for they may come in handy some time to reinforce a newer garment. Passementerie and bead trimmings of any kind, from which the foundation has worn away, can be readapted in some new way. A young girl once made herself the most beautiful reticule out of the beaded remains of old trimmings.

The handsome lace curtains which are beginning to wear out in the parlor may be made into sash lengths, and used elsewhere. When a floor covering has become worn the good pieces may be taken out, pieced together, and made into rugs, either of carpet or matting, with a border of upholster fringe to finish them; or they may be made into small rugs.

In the kitchen, the really good housewife will waste scarcely anything. Left over vegetables and meat, with raw onion and seasoning added, made an excellent stuffing for green peppers. They are also tasty served on lettuce leaves with salad dressing; or rolled into croquettes, with cracker crumbs, and browned. Left over rice and other cereals may be used in the same way. Dry bread may be rolled into crumbs, put into a jar in a dry place, and used for thickening, to roll oysters, veal or pork in before frying, and for various other purposes. Sour milk may always be made into cheese; or into buttermilk by placing it in a closed can, and shaking it hard for twenty minutes.

These few suggestions are only a pointer in the right direction. The thrifty housewife knows all about them. And she who wishes to be thrifty, but does not know how, will speedily learn if she goes about it in the right way.

Flowers to Be Eaten.

[Suburban Life:] The usefulness of flowers as edible delicacies is practically not known in this country, though abroad they are used as ingredients in many dishes.

Candied violets are now a staple product of several districts in France. At Grasse, for instance, in which neighborhood immense quantities of them are raised, all the old and stale violets are purchased by the confectionery manufacturers, who steam them, dip them in boiling sugar, and sell them in commerce at a high price as "confiture of violets." Rosebuds boiled in sugar and made into a preserve form a sweetmeat popular among the Turks and Greeks. In Roumania, roses, lime flowers, and violets are much used for flavoring preserves of various kinds; and are also utilized in Turkey, Persia, and Arabia, in the preparation of sherbets. The famous violet sherbet of the Caliph is of a greenish color, and to this day is called the Grand Signor's sherbet.

That species of lily known to botanists as Thunbergia, in China, one of the most choice delicacies of the native kitchen. It is dried, and used for seasoning

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ragouts and other dishes. The lilies are grown for market in many provinces of China, and usually are dug up just before they open. Cooked as a fresh vegetable, they have a singularly agreeable taste and fragrance. The Chinese also candy dried rosebuds, violets, jasmynes, and pomegranate blossoms, while out of the yellow waterlily they make a delicious jelly. The Turks also utilize this common waterlily in the preparation of a very favorite cooling drink.

The Diplomatic Children Like Washington.

[The Strand:] The son of one of the leading representatives of a foreign nation in Washington announced one day: "When I grow up I am going to be an Ambassador or an American citizen." Pressed for reasons, he said: "So that I can always live in Washington."

"But it takes a long time to become an Ambassador," his father reminded him. "You would have to serve as secretary first, and even if you finally were promoted and received an appointment, it might be Madagascar or Herzegovina. What would you do then?"

The long names rather startled the young man, but did not quench his enthusiasm. "I would be such a good secretary that they'd have to make me an Ambassador, and if my post was—well, to either of the places you said, why, I'd be such a splendid diplomat that they would HAVE to send me to Washington."

This is the opinion held by most of the children of the Diplomatic Corps in Washington; even the thoughts of "going home" possess little attraction, so thoroughly do they love the Capitol City. Diplomatic life has been described as nomadic, and the youngsters dread these changes as much as the other members of the family, for the freedom and spontaneity of American life are most attractive to those who have been accustomed to the restrictions of a foreign court where rigid rules and formal etiquette prevail. Where necessary removals occur, and the children leave the country, others take their places immediately, for few of the homes among the foreign representatives are childless. The boys and girls, like their parents, have little coterie of playmates from the embassies and legations, as well as the school friends and everyday acquaintances of American-born youngsters.

The Fascination of the Dolomites.

The Tyrol, that rugged land of mountain warfare, has lost much of its lust for battle. But far above its vine-clad valleys and crag-uplifted castles, hoary with grim memories of hurling slaughter, there rises a region of embattled spires where the joy of victory may yet be tasted. The battle is not with dukes and their legions, but with those solemn sentinels of the silence, the towering peaks of the Dolomites. These rocky giants, says George D. Abraham in the October Strand, with their defenses of gloomy precipice, icy slope, and storm-swept ridge, still challenge man to the fray. Health and strength are some of the rewards they offer if approached with due prudence and skillful assault; otherwise they may take a relentless revenge. Of all these wonderful mountains, undoubtedly by far the most attractive for attack are the central towers that cluster around Marmolata, the snow-crowned king of the Dolomites. Of these the Grohmannspitze, the Funfingerspitze, and the Langkofel are the most impressive. Well may they be called "the three Graces," for truly they grace the head of that most beautiful Tyrolean Valley, the Fassathal. Moreover, the Grohmannspitze, as Faith, upholds the simile well, for the man who climbs its shattered face trusts more to faith than to secure abiding-places for hand or foot. "Hope springs eternal" with the climber of the Funfingerspitze, to Englishmen the best known and most famous of the Dolomites, for, however steep and threatening its beetling cliffs, the rocks are firm and trustworthy. As to the Langkofelspitze, chairlift is mainly required; only the guides know the most engrossing route of ascent, and the reward they ask is as high as the peak itself. And in this case the greatest of these is not charity, but hope; in other words, the Funfingerspitze is the best of the three to climb. There are few to equal it in all the Alps.

India's Butter Trees.

[Suburban Life:] But by far the most remarkable of edible flowers is that culled from the butter-tree of India. The blossoms of this singular tree are the chief means of subsistence with the Bhils and other Indian hill tribes. An average tree yields from 200 to 350 pounds of pulpy, bell-shaped flowers, that, when they drop off during March and April, the hot months of the Indian year, are eagerly gathered by the natives. They have when fresh a peculiar and luscious taste, but the fragrance of them is not pleasant, and is best and most briefly described as "mousy." Usually they are cured in the sun, shrivel to one-fourth of their size, and then resemble nothing so much as raisins. The natives prepare them for food by boiling, or using them in sweetmeats.

Miss Inez Milholland, the beautiful and aristocratic suffragette, detests the male flirt.

At a luncheon in Newport, a male flirt sneered at woman suffrage.

"Woman doesn't want to vote—she wants a husband," he said.

"Nonsense!" said Miss Milholland.

"It's a fact," the flirt continued. "The way the average woman worships man is amazing. Why, I myself have turned about fifty women's heads."

"Away from you!" said Miss Milholland.

IS READY FOR REVIEW.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Glut on

The Human Body And the Care and Health of It.

Timely Health Editorials.

KEYNOTE: Nature cures, not the Physician.—Hippocrates.

Should Clergymen Smoke?

ARTICLE TWO.

The interest manifested in the opinions of leading clergymen in reference to smoking, as expressed in the previous article, is such as to warrant a continuance of the list. As previously stated, many of these men have crossed the Great Divide, but their opinions so forcefully expressed still linger with us.

Rev. Thomas Armitage, D.D., New York: It is neither better nor worse in the sight of God for clergymen to smoke tobacco than it is for other men to do this. I have no experience on this subject, having never tasted tobacco in any form. In early life I read many essays on the subject from the ablest pens, all showing that its effects upon the animal and mental nature were injurious, and so I eschewed it forever. There is something so unclean, morbid, and adverse to the daily life of the Lord Jesus in the practice of smoking, chewing or snuffing tobacco, that the very thought of associating the Son of God therewith would be scouted by the slaves of these practices as savoring of blasphemy. And yet, many of His ambassadors quite excuse themselves in preaching His Gospel from mouths and throats saturated with this filthy product. As a rule, ministers will palliate their conduct in the use of tobacco by some semi-solemn or even comic joke, which may suffice to hoodwink themselves to the evils of the offensive practice, but such trash never hoodwinks either the holy God or sensible men. This is a mere wicker of their own shame. Adam Clark severely reproved two of his brethren for their smoking. "Yes, Doctor," they said, "we are burning our idols." "Brethren," replied the indignant commentator, "if you want to please the devil better than by burning your idols, offer him, I pray you, a roast pig stuffed with your tobacco; it will be the most delicious sacrifice that you can devote to him."

There are plenty of Christian men, and I fear, clergymen, too, who spend more money every year ruining their health by tobacco than they devote to the spread of the gospel by Bible distribution and by missionary work. Tobacco and rum are twin-daughters of Satan, and it is of but little use to pray "Thy Kingdom come" while we tamper with these deadly poisons.

Rev. S. D. Burchard D.D., New York: There is no special law to regulate the desires of clergymen. In habits or acts not positively sinful they must be governed by the law of expedience. Smoking is such an art. If the habit is found to injure the health of the one who indulges, obscures his intellect, or leads others to excess, then he should abstain. If, however, he finds that smoking tranquilizes the nerves, lessens the jar and friction of life, aids digestion, then he may quietly indulge. Those reformers go to the extreme who put smoking on a parallel line with the use of intoxicants. They lead to very different results. Even the excessive use of one does not lead to poverty, violence, misery and utter abandonment of all that is manly, virtuous and good. Over the evils of the latter an angel might well weep. For the relief of an early infirmity I have indulged in the use of one cigar a day for more than fifty years and have experienced no evil effects.

Rev. James McCosh, Princeton, N. J.: Smoking will be put down when young ladies declare that they will not look with favor on a young man who smokes, and when congregations declare that they will not take a minister who smokes.

Rev. C. A. Bartol, Boston: I see not why clergymen should not smoke if men of any sort of other professions do. I have never been a smoker myself, but it seems to me to be the same question mentally and physically for all persons alike, and the example of a smoking clergyman, if hurtful, is equally so by men of other sets.

Canon Frederic W. Farrar, London, Eng.: I have never been a smoker, never having felt the smallest need to adopt the practice, or the smallest attractions toward it. Whether smoking is injurious to the health of full-grown men or not, I am unable to say; but many who begin by smoking in moderation go on to smoke in excess, and there they injure their health very seriously. It seems to me that when man has so many natural wants it is not desirable to add to them another want, which can only be regarded as artificial.

Rev. George H. Hepworth, D.D., New York: If any one should smoke, why deny the privilege and pleasure to a man of the cloth? If no one ought to smoke, then I imagine the clergymen should be included. I have noticed that nearly everybody who doesn't smoke thinks it sinful, a vile habit and a waste of silver dollars; while the man who does smoke believes that it warms his heart, clears his head and helps to make life worth living. Fortunately, I am my own double—a clergyman and a journalist. As a journalist I take unspeakable

comfort in a good cigar. There is poetry in its lifting clouds, and I watch them with a placid sense that I am enjoying a very innocent pleasure. Moreover, my clerical conscience does not rebel, but accepts the situation with serene approval. I should say, then, that a clergyman may smoke if he wishes to. If he does not wish to, he may credit himself with resisting one of the softest blandishments of this cold world, and denying his tired nerves one of the most precious narcotics that ever threw its magic spell over ill-temper and substituted good nature for chronic irascibility. You may rob others of their cigars if you have the requisite strength and hardness of heart, but you can't get mine unless you weigh a good deal more than I do.

Bishop A. Cleveland Cox, S.T.D., Buffalo, N. Y.: I know so many men far better than myself who enjoy the rank weed that it seems in bad taste for me to rebuke a habit to which I am not tempted personally. But it is an expensive habit; and they who make appeals for hundreds of good and needy objects might save for charity what does no good to anybody. It is a bad example of waste to the young. I asked a youth to save for buying books every dollar he usually expended for buying cigars, and in a very short time he showed me an admirable little library saved from smoke.

It is an offensive habit to innumerable persons whom we are commanded to love as ourselves. A lady who entertained a worthy clergyman once objected to receiving him again. She said: "It took a week's airing and some scrubbing to get the nauseous smell out of my guest chamber and out of clothes that hung in one of its closets."

It is a social habit that leads to the society of men who waste time in puffing smoke and telling anecdotes not always the most likely to "minister grace to the hearers."

A lady once said her pastor came to pray with her as she lay sick and expecting to die, but the smell of tobacco which he brought into the room with him nauseated her and spoiled all his heavenly exhortations.

A young man once said to me that he had obeyed his mother and given up the habit, when he saw a reverend D.D. smoking and joking in a public place, but this so disgusted him that he obeyed his mother better than ever.

Rev. Thomas K. Beecher, D.D., Elmira, N. Y.: Tobacco? Yes, it has done me damage; it has brought me benefit; slight excess, I think, of damage.

If consulted, I should reply, don't. If asked, Why not? should say, why?

To me, anything without a good reason is, at best, an experiment, and experiments are risky. Abstain until nature calls for help. Then take advice or experiment cautiously—very cautiously. A good servant may prove a most cruel master. Tobacco has its uses, no doubt. He is a rare man who learns to use it usefully.

Rev. Edward Beecher, D.D., Brooklyn: My deepest feeling is excited by the great extent to which ministers of the gospel are involved in the sin of using tobacco. It not only injures them physically, but morally. Against unanswerable evidence of its wide-spread evils—physical, intellectual and moral—they subject themselves to a habit of ruinous self-indulgence, and do all that example can do to induce others to do the same. Then of what avail is it to preach to men to deny ungodliness and every worldly lust?

While ministers of the gospel oppose one with vivid eloquence, they advocate the other by example, and are a rampart to defend it against all assault.

Bishop Henry C. Potter, New York: I do not think that clergymen are under any obligation to smoke. Whether they ought not to smoke is a question concerning which I would suggest that you obtain the views of the Rev. Mr. Spurgeon.

Rev. W. H. Milburn, Washington, D. C.: As to the habit of smoking tobacco, every minister should be fully persuaded in his own mind; careful to observe its effects upon his health, and likewise his disposition, and capacity for work. Without doubt it is injurious to many persons, but not to all or even a majority. If all the ministers of the United States were to abandon the habit, I do not believe the number of smokers would be lessened, except by their count; the matter of example, therefore, goes for little.

Bishop C. C. McCabe, D.D., New York: Clergymen certainly should not smoke. No clergyman should do anything he does not expect and wish the young men in his congregation and Sabbath-school to do. How can a man reprove boys for smoking if he does it himself? No! save us from clergymen who smoke! I am glad the Methodist church has decided not to admit young men to her ministry who are addicted to the practice.

Rev. Washington Gladden, D.D., Columbus, O.: I have no wisdom to impart on the question whether clergymen should smoke. I do not smoke myself, nor do I judge those who do.

Rev. Samuel Francis Smith, author of "America": I

am glad to bear my testimony against the evil practice of the use of tobacco by ministers of the gospel. They are so often called to visit in the chambers of the sick, whose sensitive frames are pained and disgusted by the ill-savored odors carried in the breath or in the clothing of visitors. Intimate conversations with the afflicted, or of advice to the troubled and to inquire—all alike demanding proximity, will often be unavailing, some and distressing, not to say impossible.

Rev. Austin Phelps, D.D., Andover, Theological Seminary: Some concessions must, in fairness, be made to the smoking habit. It is not a sin in any man whose own conscience does not so instruct him. It should not be made a test of character even in our private judgments of men. "As a man thinketh so he is." It is not a proper subject of ecclesiastical prohibition. The distinction is not a wise one which forbids it to clergymen more imperatively than to laymen. That is not a healthy type of religious faith which lays the clergy under prohibitions which are not thought necessary in regulating the conduct of other men. Yet, there are few, if any, usages morally innocent in themselves of which so many things can be said to their discredit as may be said of the use of tobacco as an indulgence.

The habit is against nature. Tobacco is neither food nor drink. So far as I know, it is not medicine except to a sick sheep. No natural appetite of the human body craves it. Of the whole animal creation, but one species naturally takes to it—and that is a worm. Intellectual culture is not fostered by it. Nor does it quicken or gratify spiritual aspirations.

Gen. Stonewall Jackson once said to his daughter since he had reached adult years he had not taken a mouthful of food at any hour of day or night without asking the blessing of God upon it. The general was native of a tobacco-growing State, and probably a smoker. But it may be reasonably questioned whether he ever sought the divine blessing upon his daily dose. What smoker ever did? Yet why not? Can smoking clergymen answer this question?

An immense and increasing number of Christians believeers condemn the habit as being unsympathetic with the imitation of Christ. The drift of the noblest and purest civilization is palpably adverse to a usage which so distinctly subordinates mind to matter, soul to body.

Rev. William R. Alger, D.D., Boston: It is the duty of a clergyman by precept and example to teach men their duties. Therefore, no clergymen ought to smoke, because smoking is a vice. It is a vice because it is a master of labor, time, attention and health. Believe that intoxicating liquor and tobacco are the chief enemies of the human race. It seems, therefore, as clear as the sun in heaven that no clergyman can hold himself guiltless who does not set a personal example of opposition to them both.

Intestinal Disorders.

When diarrhea and throwing-up occur simultaneously it is an indication that the system is making an effort to rid itself of some foreign substance which has entered the stomach and bowels. While very violent, it is the best thing that nature could do for the patient. As soon as the paroxysms will permit, third of a cup of hot water with a very little salt should be administered. This will probably be immediately ejected at first. But after little while water should be administered. If the results are the same the patient should be allowed to rest for a while, and the water tried once more. As soon as the stomach retains water, and passes it on, a point has been gained. A little longer interval more of the water may be administered. The patient should be kept very quiet, bedpan being used. There should be no hurry for food. Rest and quiet is what is needed, while the system is ridding itself of the impurities. When at last administered, it should be either warm or clam or lamb broth—the latter having been found to cool, so that the grease may be eliminated. Tea, which has been found to be particularly an invalid's beverage, contains no fishment, is not the best thing for the stomach, and disturbs the nervous system.

In an affection of this kind a heated flannel should be kept over the bowels and stomach, and a bag should be kept handy for the feet.

Unique.

THE STRANGE, THE CURIOUS AND THE SIMPLE.

The Times Illustrated Weekly wishes to gather for its "Body" department all the information possible in relation to the following subjects:

- (1) Extraordinary diseases and extraordinary cures.
- (2) Strange ailments and strange accidents with their remedies.
- (3) Superstitions regarding diseases and ways of warding them off.
- (4) Simple diseases, simple ailments, and simple cures.

Contributions along these lines are requested from all sources. These contributions should be short and concise, but the bare facts in simple language. Cases reported in other publications are not taboo, but the source of information must be clearly stated.

Address matter for these features to Editor Times Illustrated Weekly, Los Angeles, Cal. Give true name and address, which, however, will not be disclosed without permission.

Two Modern

By J. L. L. L.

Editorial: The noblest question in the world is: What good may I do in it?—(Franklin). If we are ever in doubt what to do, it is a good rule to ask ourselves what we shall wish on the morrow that we had done.—(John Lubbock).

Osteopathy and Chiropractic.

OME osteopaths have told me that "there is no difference between osteopathy and chiropractic;" others have said "all the difference in the world." Then the only conclusion to which we can arrive is that all osteopathy as practiced is not the same, as osteopaths do not agree among themselves. From my own personal knowledge I can say that I positively know that chiropractic does not include osteopathy, and osteopathy as usually practiced does not include chiropractic; in fact, there is absolutely no similarity between osteopathy (as originally taught) and chiropractic. Of late years many of the more advanced osteopaths have included the chiropractic methods, because of securing the removal of abnormality in less time and with greater accuracy.

Now wait a moment, beloved, and do not get hot under the collar. For many years I have been a booster for both osteopathy and chiropractic. The former had become popular (with those who had investigated it) long before chiropractic had obtained a foothold, but when it did it "got there with both feet," and immediately became popular (with those who had investigated it and were unbiased in their judgment) and became very unpopular with those who knew nothing of it except through the black eye it received at the hands of those who used the hammer, mallet and chisel process.

All thorough chiropractors and the osteopaths study the human body as a machine. They delve into all of its phases with the most painstaking detail and therefore become an authority of the highest standing on the subject of function.

Then, wherein is the difference? The chiropractor confines his work—not his knowledge—entirely to vertebral adjusting. The average—yes, the majority—of osteopaths never make an adjustment of the vertebrae. Examining the spinal column merely to ascertain if a lesion exists is not chiropractic.

One's knowledge, of course, should extend beyond that of the spinal column. The chiropractor or osteopath should be no better versed in the anatomy and physiology of the vertebral column than in the anatomy and physiology of any tissue of the body; he should be just as familiar with the situs of tissue of the body, just as familiar with the relation of all parts, characteristics, etc., as he is with the vertebral column.

The chiropractor, of all persons, should be correct in his terminology, but he is not when he speaks of "spinal adjustment." This is equivalent to saying that one can adjust the "backbone"—the spinal column in its entirety. This, of course, is impossible. A vertebral column should never be referred to as the spine, therefore referring to the adjustment of any of the vertebrae of the vertebral column would not lead the student to a revelation of the mechanism and laws governing that column. Indeed it seems strange that a chiropractor could have a concept other than that it is necessary for a chiropractor to know the human being from the impregnated ovum to maturity and, in fact, all the laws of growth, disintegration, assimilation, depuration and, in fact, everything that enters into the basis of operation of the human body. Neither chiropractic nor osteopathy or any other system will get one well and keep him so if he continues to violate the laws of health.

They know nothing further than the anatomy and physiology of the vertebral column. If that were true, because the most intimate knowledge of the anatomy of the vertebral column would not lead the student to a revelation of the mechanism and laws governing that column. Indeed it seems strange that a chiropractor could have a concept other than that it is necessary for a chiropractor to know the human being from the impregnated ovum to maturity and, in fact, all the laws of growth, disintegration, assimilation, depuration and, in fact, everything that enters into the basis of operation of the human body. Neither chiropractic nor osteopathy or any other system will get one well and keep him so if he continues to violate the laws of health.

Different Functions of Nerves.

IF the nerve fibers of our body to be entirely dissected, one could not discover any difference in them, except in size," says Dr. C. R. Palmer of Pasadena. "Yet they have many different functions, such as motion, nutrition, calorific (heat-producing) motor (controlling the size of blood vessels), etc." The sensory, or afferent nerve, transmits impulses from the periphery to the center and is practically all surface—placed there for protection—and transmits motor nerves, or nerves of motion, are nearly all from the sensory, as they are all placed deep in the body and transmit impulses from the center (brain) to all parts of the body.

One out over Practically body what may cannot be or paralyz which fre gets into engine is w So it is wit If all ner muscle, th Impulse, or We see exa ing down of It often o will be pin between tw sensory fib in fact, it do nation, whe connects wit fore, in man there, but up where the n sons have ha rid of pain be pressure on brain. Thous upon for app which comes pinched by th or a twist of Many cases the slipping of connects with nerve on a st rheumatism, n by a pressure An overwork it shortens, th it must draw is attached and vessels passing the circulation

Catching the F

TS in the al contagious. I present time an the G.A.R. run Another comrad germinate suffi Smith. The edi it quite a while more as the ye City Attorney n and sends in "years." This is "No stimulants o olate or its deri sionally, bacon. ing—and all fruits adage of "golden at night." Why kidneys, but of the a day—all kinds except when sub walnuts. I eat be times substituti the beginning of t to eat, and make hungry. After eati couch. As for bath head to foot, with dled flesh brush, water; then a bris ing with hot water no use for a bath t room—no one can with soap and wa "For the sake of enema after each sleep out of doors in veranda or in a shoes for a few mo plenty of time to e thoroughly; have no ever; rise early, w and often spirit for The foregoing is of good points. Som cept his formula in thoroughly practicabl and original, I may To me, fruit is ne alone. There is no would in any way d neys are conserne from the stomach. I

ELEANOR DEAR:

You will understand why you did not receive a letter from me last week, when I tell you that I have been overwhelmed with eleventh-hour preparations for our church fair.

It was a splendid success, and quite repaid us all for the trouble and work that attends such enterprises.

Miss Brown and I had charge of the fancy table. That, you know, is one

ance, but reflected the most up-to-date fashions. One particularly stunning suit was of blue-gray cloth, made on model directoire lines, with a smart little cutaway coat, which showed the Robert-pierre collar, narrow vest and cuff trimmings of red velvet.

The vest fastened with small buttons and the coat with one large button. The skirt, too, had a cutaway effect, but was looped up very slightly on the left side near the back, forming the faintest suspicion of a pannier drapery.

The hat worn with this costume was of gray felt, turned up in front and faced with scarlet velvet. It was trimmed with a high black velvet

the society's death, barricading themselves in hills near Rawlins.

Robert Isham Randolph of Chicago, the brother of whose engagement to the

years ago, is about to marry Mrs. George A. McLean, mother of his first-born

Two Modern Methods of Practice.

By Edward B. Warman, A. M.

EDITORIAL CONTRIBUTOR TO THE ILLUSTRATED WEEKLY.

The million question in the world is: What good may I do? It is a good rule to ask our- selves what we shall wish on the morrow that we had done— today.

Osteopathy and Chiropractic.

Some osteopaths have told me that "there is no difference between osteopathy and chiropractic;" others have said "all the difference in the world." Then the only conclusion to which we can arrive is that osteopathy as practiced is not the same, as osteopaths do not agree among themselves. From my personal knowledge I can say that I positively know that chiropractic does not include osteopathy, and osteopathy as usually practiced does not include chiropractic; in fact, there is absolutely no similarity between osteopathy (as originally taught) and chiropractic. Of late years many of the more advanced osteopaths have included the chiropractic methods, and of securing the removal of abnormality in the spine and with greater accuracy.

One soft moment, beloved, and do not get hot under the collar. For many years I have been a booster of both osteopathy and chiropractic. The former had been popular (with those who had investigated it) before chiropractic had obtained a foothold, but when it did it "got there with both feet" and immediately became popular (with those who had investigated it) and were unbiased in their judgment) and became very unpopular with those who knew nothing of either, through the black eye it received at the hands of those who used the hammer, mallet and bone.

Through chiropractors and the osteopaths the human body as a machine. They delve into all the phases with the most painstaking detail and become an authority of the highest standing in the subject of function.

What, then, is the difference? The chiropractor adjusts his work—not his knowledge—entirely to the adjustment. The average—yes, the majority—of osteopaths never make an adjustment of the spine. Examining the spinal column merely to see if a lesion exists is not chiropractic.

Chiropractic knowledge, of course, should extend beyond the spinal column. The chiropractor or osteopaths should be no better versed in the anatomy and physiology of the vertebral column than in the anatomy and physiology of any tissue of the body; he should be just as familiar with the situs of tissue of the body, just as familiar with the relationship of all parts, characteristics, etc., as he is with the spinal column.

A chiropractor, of all persons, should be correct in his terminology, but he is not when he speaks of "spinal adjustment." This is equivalent to saying that the spine is the "backbone"—the spinal column in anatomy. This, of course, is impossible. A vertebral column should never be referred to as the spine, therefore should not use the term "spinal adjustment" referring to the adjustment of any of the vertebrae. It has never been the concept of any school or system of chiropractic that one adjusted spines; hence "spinal adjustment" is without any grade of value, and no chiropractor should ever permit himself to use it. "Twere better to adopt the term 'vertebral adjusting' or, when referring to the complete adjustment, 'vertebral adjustment.' These terms are correct in their proper scope and would be the departments of chiropractic.

It is a terrible indictment of chiropractors to say they know nothing further than the anatomy and physiology of the vertebral column. If that were true, they would really be of no value whatever. The most intimate knowledge of the anatomy and physiology of the vertebral column would not lead the student to a revelation of the mechanism and laws governing the column. Indeed it seems strange that any school should have a concept other than that it is for a chiropractor to know the human body as a whole, impregnated ovum to maturity and, in accordance with the laws of growth, disintegration, assimilation, degeneration and, in fact, everything that can be the basis of operation of the human body. Chiropractic nor osteopathy or any other system can get one well and keep him so if he continues the laws of health.

Functions of Nerves.

The nerve fibers of our body to be entirely understood, one could not discover any difference in size," says Dr. C. R. Palmer of Pasadena. They have many different functions, such as sensation, nutrition, calorific (heat-producing) and controlling the size of blood vessels, etc." The afferent nerve, transmits impulses to the center and is practically all placed there for protection—and transmits impulses from all parts of the body to the brain. The efferent nerves, or nerves of motion, are nearly all placed there for protection, as they are all placed deep in the body and transmit impulses from the center to all parts of the body.

One cannot move a muscle until an order is sent out over a motor nerve commanding it to move. Practically, therefore, the motor nerve force is to the body what steam force is to an engine. The engine may have a full head of steam in the boiler, but if it cannot be gotten into the cylinders the engine is dead or paralyzed; or, if by the slipping of the eccentric, which frequently happens, only a part of the steam gets into the cylinder, the consequence is the engine is weakened, or its power cut off to that extent. So it is with the pinching of the motor nerve.

If all nerve impulses, or force, are shut off from a muscle, that muscle is paralyzed; or, if a part of the impulse, or force, is shut off, the muscle is weakened. We see examples of this in many people in the breaking down of the arch of the foot.

It often occurs that a single fiber of a motor nerve will be pinched where it comes out from the spine or between two hardened tissues and, as there are no sensory fibers in most of the motor nerves, it cannot, in fact, it does not, cause pain until it gets to its destination, when and where it comes to the surface and connects with the sensory nerve at that point. Therefore, in many cases, where there is pain in the toes, calf of the leg or knee, the seat of the trouble is not there, but up in the hip or the lower part of the spine, where the nerve leaves the spinal cord. Many persons have had the leg amputated above the knee to get rid of pain in the knee when the trouble was caused by pressure on the nerve somewhere between knee and brain. Thousands of persons have been operated upon for appendicitis because the twelfth dorsal nerve, which comes to the surface over the appendix, was pinched by the slipping of the twelfth dorsal vertebra or a twist of the twelfth rib.

Many cases of sciatic rheumatism are caused by the slipping of the innominate bone where it joins or connects with the sacrum, thus putting the sciatic nerve on a strain. Also many cases of so-called rheumatism, neuritis and neuralgia are simply caused by a pressure of a nerve between two hard substances.

An overworked muscle will contract and in so doing it shortens, thickens and hardens. When it shortens it must draw closer together the bones to which it is attached and, thereby, pinches the nerves and blood vessels passing between them, thus interfering with the circulation of the blood and the nerve force.

Catching the Fever of Youth.

IT'S in the air. It's a microbe worth catching. It's contagious. It seems to be most prevalent at the present time among "the boys" in the sixties. Smith, the G.A.R. runner, at 66, has it and thrives upon it. Another comrade of 68 had it, but the germ failed to germinate sufficiently for him to hold out against Smith. The editor of this page, nearing 66, has had it quite a while and intends to cultivate it more and more as the years go by. And now comes along a City Attorney named Jackson, who also has the fever and sends in "A few health notes by a boy of 67 years." This is the way he encourages the germ: "No stimulants of any kind; not even tea, coffee, chocolate or its derivative cocoa. No meat, except occasionally, bacon. No drink except fruits in the morning—and all fruits are eaten in the morning under the adage of 'golden in the morning, silver at noon, leaden at night.' Why the last? Because the kidneys are kept working, and this disturbs rest—not only of the kidneys, but of the whole system. I eat but two meals a day—all kinds of vegetables; olive oil for fat food, except when substituting fresh roasted peanuts or raw walnuts. I eat best patent-flour bread or rolls, sometimes substituting corn gems or cream of wheat. At the beginning of the meal I select what and how much to eat, and make it a rule to rise from the table still hungry. After eating, I take a ten minutes' rest on a couch. As for bathing, I take a tepid scrub daily, from head to foot, with soap and water, using a long-handled flesh brush, followed by cloth and fresh, cool water; then a brisk rub with bath towel, daily syringing with hot water of ears within, and nostrils. I have no use for a bath tub, although I have a modern bathroom—no one can be clean without a brush—scrub with soap and water.

"For the sake of cleanliness I use a warm-water enema after each bowel operation—never before. I sleep out of doors the year round, either on screened-in veranda or in a tent. At night I wear foot muffs. I rest the feet several times daily by slipping off my shoes for a few moments. I never have a cold; take plenty of time to eat and always masticate my food thoroughly; have no rheumatism; feel as young as ever; rise early, work in the garden before breakfast, and often sprint for the car."

The foregoing is interesting; it is more, it is full of good points. Some of us may not be willing to accept his formula in toto, but there is enough that is thoroughly practicable—and some things rather novel and original, I may say—thoroughly Jacksonian.

To me, fruit is never anything but golden if eaten alone. There is no tax on the kidneys; nothing that would in any way disturb sleep—as far as the kidneys are concerned. The unrest, if any, would come from the stomach. I eat fruit just before retiring, say

good-by to it, expect it to behave nicely, then forget it, go to sleep and sleep the whole night through just like a baby—a good baby.

A Good Word for Peas.

DR. TILDEN of Stuffed Club fame was asked to explain why a pig, a chicken, a fish and a duck fed on nothing but peas would result in the pig producing pork; the chicken, feathers; the fish, scales; and the duck, quills.

There is nothing so marvelous about this as there would be if the pig produced feathers, or the chicken produced pork or the fish grew quills and the duck produced scales. But Dr. Tilden came to the front with the only logical reasoning from a food viewpoint. "The human body requires albumen, fats and carbohydrates and in addition thereto salts, such as potash, soda, lime, iron, magnesia, phosphorus, sulphur, silica, and chlorine; also air and water, which furnish oxygen and hydrogen. Peas contain all these elements and, when fed to man, he builds his body; the animals mentioned in the inquiry, do likewise. It requires the same elements to build hair bristles, feathers, quills and scales that build the hair and nails on man's body."

The bodies of all animal life are made up of cells; each cell has the power of reproducing itself. The cells that go to make up feathers, nails or hair have the power of reproducing themselves and, when peas are eaten they are digested, taken into the body and become blood. As the blood circulates throughout the body and contains all the elements required by the body to build up every part, the different cells attract from the blood the elements peculiar and necessary to their growth.

If the peas happen to be grown on soil that is deficient in any of the important tissue-salts, the pigs will not grow perfect hoofs and bristles, the chicken will have faulty feathers, the fish will have imperfect scales, and the duck's quills will be brittle and devoid of sheen; while the human animal will have faulty adornments—hair, teeth, skin, eyes. In other words, an animal to be perfect must have perfect food—a food furnishing all the elements necessary for perfect growth. Plants, in fact all vegetable life, suffers in the same way. Health and beauty depend on a well-balanced food supply—a food furnishing the primary elements in a digestible form.

Food, as we know it, does not become a part of our bodies, as such; but the digestive fluids dissolve and set free the elements; then the various tissues of the body are furnished the primary elements necessary for their cell growth. In this manner albumen never enters the blood as albumen—only the elemental constituents are used; hence the body can get these elements out of any food containing them—from eggs to dried herring, from peas to alfalfa.

Win by Self Denial.

THERE are many lessons to be learned from the recent athletic events of Stockholm; in fact, from any first-class "meet" where there is strong competition, the more so, probably, when the contest is an international one.

Speaking on this subject to a class of students Cardinal Gibbons very wisely remarked: "In regard to the care of the bodies, I can suggest nothing better than to have the pupils take a lesson from our clean-living young athletes who recently, in the Olympic games, in track and field events, nailed the American flag high above the standard of every other nation. They won because they voluntarily subjected themselves to a life of self-denial. Otherwise the respective champions could not have been champions."

A few days ago there passed from this city to the Great Beyond one whose life reflected the teachings of his early athletic training. During the eulogy over his remains the Rev. Mr. Lee of Christ Episcopal Church referred to his clean record both at Yale, where he was stroke on the crew of '73, and later in business in the East and afterward in the West.

The clean athletics of our young men—clean work on the athletic field, clean living and clean thinking—will pay them a good dividend to the very sunset of their lives.

Comrade Smith's Athletic Stunt.

IT GIVES me great pleasure to record the wonderful test of endurance by my G.A.R. comrade, J. L. Smith, who during the forty-sixth encampment of the veterans ran ten miles in 1 hr., 14 min., 48.45 sec.

Although 65 years of age he finished with the strength of a 16-year-old. He is surely entitled to all the honors as champion runner of the G.A.R.

The "vets" have come and gone, but the memory of that long line of those who fifty years ago were "the boys in blue" will never be erased from the tablets of memory. As the average age is 71 and as some soldier crosses the Great Divide every fifteen minutes it may reasonably be presumed that hundreds of them have attended the last encampment and taken their last march.

Vigorously yours,
EDWARD B. WARMAN.

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IS READY FOR REVIEW.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Glut on the Market.

Illustrated Weekly.
The Science of Nursing.
Courage, Confidence and Self-Forgetfulness
Are Essential Factors.

the couriers snafu, harlequining themselves in hills near Ravenna.

The Science of Nursing.

Courage, Confidence and Self-Forgetfulness Are Essential Factors.

Nursing the sick is a science. The real nurse is not made. With all the respect to the professional nurse, there are many in the ranks who would be better fitted to some other profession. There are large numbers, of course, who do credit to Florence Nightingale. But there are also large numbers who become hardened in grain in the training; who enter their profession only because of the dollars it will bring in at the end of the week; who have no sympathy for and sympathy with the patient they may be in charge of than if he were an inanimate stick; who have some of the intimate duties which fall to the lot of the nurse to perform; who fill out the doctor's orders mechanically, to the letter; but who, if there is some unanticipated change in the patient's condition, have not kept that close vigilance and instant in the case to circumvent disastrous results. And many a patient has slipped out over the border of this life.

This is not an arraignment of nurses. Far from it. The real professional nurse is a splendid and admirable being to whom all honor is due. In her absence, in many cases, the best physician has been unable to tell his patient through, that same patient being left to the care of some relative having more sentiment than sense. One mother, who undoubtedly loved her son, but who was fleshy and naturally of an irascible disposition, hastened his death by carelessly administering medicine from the wrong bottle. A sister, whose little brother was recovering from the effects of diphtheria, humored his restlessness, and allowed him to sit up early in his convalescence. His heart failed entirely within twenty-four hours. A painful and woman left the bedside of her sick husband, because she could not neglect her church duties, and was unable to find him unconscious. Uncleanliness, forgetfulness, carelessness, an excess of other duties to attend to are among the too common drawbacks of nursing. But when the home-nurse is good, she is a blessing very, very good. When sentiment is combined with intelligence, and a willingness to go the whole hog of self-sacrifice, the best of results are sure to be obtained.

In Patient's Need.

The first requisite for the patient is a clean, thoroughly ventilated room, and an immaculate bed. The patient is taken down, do not put him in the bed which has been slept in. It is best to have a thoroughly comfortable cot, with a well-made mattress, covered in an unbleached muslin slip. The cot is to be placed in the room so that the patient may operate to better advantage. This must be made up with clean, and preferably fresh blankets. The patient must have clean night linen to wear; and if all of the cot has been put away with a little lavender, it has a soothing effect. The shades should be lowered, so that the light in the room is dim. Then the patient must be allowed to see that you are in any wise interested by his symptoms. Although you may be very busy, you must simply let him feel that your preparations are merely to make him comfortable, but he may the more easily recover from his illness. If real disease is present, it is best, in the majority of cases, to tell the patient just what he has, and assure him that you are going to take care of him through safety. Harm is done by preserving a secret of secrecy or mystery. The patient becomes suspicious, and he will imagine matters are worse than they are if you show any reluctance to talk with him.

The nurse must not wear woolen clothing in the room. She should have fresh, one-piece wash clothes, which may easily be put on and off, buttoning at the front. The colors should be light and clean, preferably pink and white, with a few little touches of feminine daintiness so delightful to the sick room. Elbow sleeves are always best, and they leave the arms much more free to operate, and, if necessary, the tread of the ideal nurse should be firm; and all of her movements gentle but firm. She will speak always in a low tone, and never whisper. She will never allow herself to be hurried, no matter what may develop in the patient's condition. She will reassure the patient with her face, and slip quietly out of the room pressing the telephone. No matter how her sympathies are kindled, when she engages to stand beside the patient's bed and see him through some painful siege of illness, she will not flinch, and her hand will not tremble. The woman who has the slightest misgiving must put someone else in her place. The greatest harm can be done to the patient by a nervous outburst. He needs his nurse's confidence and confident mental attitude, and the reassurance which carries him through his danger. He needs somewhat as a little child in his weakness.

When the nurse must sit unblinking through the long night. She will not miss a single administration of medicine, or other remedy to bring ease to her charge. She will not trust one iota of her charge. Neither fatigue nor the call of any outside duty will divert her for the merest moment from her duty. When the worst of the danger is past, and the patient is capable of calling her in the night, she will have her reclining chair near the bed, and even

in her sleep she will be attuned to his voice, and it will awaken her easily.

She will have not a moment of reluctance, irritation or impatience, no matter how peevish the patient may become—which is likely to happen during convalescence. She will laugh away the trouble with perfect sweetness. All through the siege she will prepare his food with her own hands, and it will be made delicate and inviting. She will not give him anything which might prove injurious, no matter how much he may crave it.

She will keep the linen changed frequently on his bed. She will have the reclining chair close to the bed, and he may be transferred to it without much disturbance. She will keep the invalid bathed, his fingers and hair groomed, and an antiseptic wash near by for his mouth. She will read to him, chat to him, and have a fund of bright, witty stories. When he wishes to sleep, she will take the opportunity for her own relaxation.

Nursing a Beneficial Occupation.

She will not break down. She will pull herself together as her patient needs her care less. In fact, it has often happened that while tending a sick person, the home nurse has gained in good health and flesh. The reason is that a good many women lead a too sedentary life. The scurrying of her feet hither and thither all day long is good for her. She has needed the exercise. Her blood circulates better, and her digestion is stimulated. She breathes more deeply, and her thoughts are taken entirely off of herself. She is concentrated in the pursuit of one purpose, and this in itself is beneficial. The careless scatterment of forces is demoralizing to both the mental and the physical health.

Be her patient man, woman or child, she will surround that patient with the tender protection of loving kindness, which in itself constitutes a healing balm. And she must remember that she is responsible for every thought that enters her mind, particularly at this time. She must have absolute confidence in her patient's recovery. She must not entertain a cheerless impulse for a moment. Her attitude of mental buoyancy will disseminate an atmosphere that will go a great way in bringing the patient to safety.

Picking up a professional nurse's lecture notebook, the writer finds this set of quotations on the opening page. Although not perfect in meter, it is fine in spirit, and bespeaks a nurse of the right sort, who belongs in her profession.

Value of a Smile.

The thing that goes the farthest,
Toward making life worth while,
That costs the least and does the most
Is just a pleasant smile.

The smile that bubbles from a heart
That loves its fellow men
Will drive away the clouds of gloom,
And coax the sun again.

It's full of worth and goodness, too,
With genial kindness blent—
It's worth a million dollars
And it doesn't cost a cent.

Out-of-Doors Exercises.

[Elizabeth Gregg in Health:] The most common exercise out of doors is walking. The benefit to be derived from walking as an exercise depends upon how it is done. To walk, as many women do, with heavy, trammelling skirts and in a lazy, languid manner, accomplishes little more than the advantages to be derived from being in the open air and having the pleasure of change of scene. To send the life-blood coursing through the system, to fill the lungs with fresh air, it is necessary to walk at a brisk pace. Few people walk gracefully or carry themselves well. A proper gait and carriage should be acquired. Running is good for strengthening the lungs, but it is not a very agreeable form of exercise. Of all the forms of out-of-door exercise, independent of mechanical or other assistance, swimming is the best. It holds high rank as a means of muscular development. It would be difficult to name another exercise which equally brings into play so many of the muscles. The muscles of the upper extremities, of the lower extremities and of the trunk are all alike brought into action.

The Child and Anemia.

[Dietetic and Hygienic Gazette:] Anemia is the commonest complaint. When a child is spoken of as being "run down," the commonest causes are lack of exer-

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[597]

else in the open air; too close confinement in badly ventilated rooms; improper food and insufficient sleep. The child becomes languid, drowsy and quickly fatigued; headache and fainting attacks are common.

THE IDEA OF A WOMAN

Having Pimples, Blackheads, Superfluous hair and Other Facial Blemishes and Appearing in Public is Positively Repulsive.

Why Should Any Woman Be Thin, Scrawny and Homely When She Has It In Her Power to Be as Beautiful as Her More Fortunate Sister? A Well-Known Beauty Reveals Secrets of Beautifying That Every Woman Should Know! Also Tells How to Remove Wrinkles and Develop the Bust to Beautiful Proportions, by a New Discovery. Let This Woman Send You FREE Everything She Agrees and Beautify Your Face and Form Quickly.

This clever woman by her marvelous and simple methods has brought about a wonderful change in her face in a night. For removing wrinkles and developing the bust her method is truly wonderful. She made herself the woman she is today and brought about the wonderful change in her appearance in a secret and pleasant manner. Her complexion is as clear and fair as that of a child. She turned her scrawny figure into a beautiful bust and well developed form. She had thin, scrawny eyelashes and eyebrows, which could scarcely be seen. She made them long, thick and beautiful by her own methods and removed every blackhead and pimple from her face in a single night.



You can imagine her joy when, by her own simple discovery, she removed every wrinkle from her face and developed her thin neck and form to beautiful proportions. Nothing is taken into the stomach, no common massage, but a common sense method.

It is simply astonishing the thousands of women who write regarding the wonderful results from this new beauty treatment. It is beautifying their faces and forms after beauty doctors and other methods have failed. No woman need be unattractive any longer. She has it in her power now to be beautiful, attractive and fascinating.

Ethel Baker, of New York, writes: "My bust, which was once flat and scrawny, is nicely developed."

E. W. Baker, of N. J., writes: "I was always troubled with hair on my arms, but now they are as clear of it as the palm of my hand."

Gertrude Morrow, of Pa., writes: "Your beauty treatment causes the wrinkles to quickly disappear."

The valuable new beauty book which Madame Cunningham is sending FREE to thousands of women is certainly a blessing to womankind, as it makes known her remarkable but simple methods of beautifying the face and figure of unattractive women.

How to remove wrinkles; How to develop the figure quickly; How to make long, thick eyelashes and eyebrows; How to remove superfluous hair instantly; How to clear the skin of blackheads, pimples and freckles; How to remove dark circles under the eyes; How to quickly remove double chin; How to build up sunken cheeks and add flesh to the body; How to darken gray hair and stop hair falling; How to stop forever perspiration odors.

Simply address your letter to Evelyn Cunningham, Suite 141B, 2437 E. Michigan Ave., Chicago, Ill., and don't send any money, because particulars are free, as this charming woman is doing her utmost to benefit girls or women in need of secret information which will add to their beauty and make life sweeter and lovelier in every way.

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PETTICOAT FIRM FAILS.

Dealers Say Close-Fitting Dresses Have Made Underskirts a Glut on the Market.

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Hygiene's Right Hand, Prevention. Good Work Done by the Hygienic Congress in Washington.

"PREVENTION" is the cry of the Hygiene Congress which has been in session in Washington for the past two weeks. And prevention should be the watchword in every municipality and home throughout the Union, and every country on the face of the globe. Have we not had enough of sickness brought on by our own folly, collectively and individually, to have learned a lesson? Every time we go into a household where some subtle, dead odor hangs in the atmosphere, we shudder. While the odor may be merely the faintest suggestion, it arouses a desire in the hygienist to go through the household, opening every window and door, so that light and air may stream in, and tearing the contents from every closet and every corner, from under the bed. The pernicious habit that householders have of saving old rubbish and accumulating it from year to year is appalling. In the majority of instances a large part of this rubbish is mixed with dirt, if not positively unclean itself. Stacks of old newspapers, crumpled with dirty rags, old tin cans to which particles of food still cling, worn-out woollen dresses with the kitchen grease still in them, old trousers, rags, shoes, permeated with the impurities that have been absorbed from the body through the pores, are piled away in corners, and forgotten, to spread their infection; mattresses that have been slept on for years without being fumigated and cleaned, dark clothing and clothing in the same condition; heavy carpets that have not been taken down and put out for a sunning and airing for an indefinite time, dust accumulated under rugs, and in every space where it can find hiding—Isn't it time that we had inspectors to go through the homes to prevent such things as these which are more common than may be supposed? If the parents are lazy and slovenly enough to allow these conditions to obtain, if they are willing to suffer their children because of it, should the children be allowed to suffer also?

Should a mother be allowed to coop her white-faced child in the house, simply because she is afraid to let them out of her sight and it is not convenient for her to go out with them, so that they become languid and ailing, and droop like flowers deprived of sunlight and air? Should mothers who are able to nurse their babies be permitted to deny the little ones the best food for some selfish purpose of their own, or for any other demand in the world that may be made upon them? Should all the thousands of atrocities that we commit against ourselves and each other hygienically, and which are totally unnecessary, be permitted to the detriment of the individual, his offspring to the community in general? Should great corporations be enabled to manipulate food supplies in such a way that the people are too often obliged to consume diseased products? We have inspectors and inspectors; and still babies are dying from the use of unsterilized milk—and with the certified mark on it.

Hygienic Movement.

The International Congress on Hygiene and Demography, whose fifteenth session, and the first one in America, was opened in Washington with an address by President Taft September 23, witnessed the gathering of health experts in the history of the world. It is a splendid thing that we had the pleasure of entertaining this splendid body at our capital. Our country was in need of just this happening. We are enough experts who are bringing in reports of the physical and mental degeneracy of the young, all over our fair land, to assure us that something is wrong, and this wrong must be corrected. Although instruction in hygiene never was so general as at present, there is not a sufficiently strong sense of its personal application among the people. They continue in their ruts of ignorance, depending upon the doctor to save them from the results of their own mistakes. It is a slovenly, careless attitude, which closely approximates that of the woman who was six days in the week and excommunicated on Sunday with a brief prayer, "Lord, dump his burden of wrong-doing upon me, and let me easily relieve myself of the results." But he cannot, any more than the slovenly man may escape the consequences of unhygienic living through the medicine chest of the doctor. The doctor may pull him through many a hiatus; but the disease will eventually go under in these conditions.

Now that physicians and other scientists have spent years of their time, and have even given life to the dying diseases, so as to determine a cure for them, and they have been so successful that there is scarcely a disease whose germs may not be combated and overcome by treatment. Still people continue to die of these diseases. Would it not be better to prevent the cause of infection itself, and to so prevent the disease germ could find no favorable conditions?

Hygienic Skill at Washington.

Over 3000 delegates have been gathered in Washington from thirty-two countries, and all the several hundred municipalities. They are represented by their families, by physicians, scientists, sociologists—a splendid aggregation, according to Secretary-General Ful-

ton's estimate, over 10,000. The Congress follows upon, and comes as a climax to, meetings of the American Public Health Association, American Federation of Sex Hygiene, and other bodies of the kind which have recently convened in Washington. It is stated that the congress came into being practically in 1852, in order to combat the great European cholera plague. Today its purpose is to prevent disease and its spread—to promulgate knowledge which will not only establish a higher standard of healthfulness and usefulness among the peoples of all nations, but which will put an end to the injustice precipitated upon innocent children, born and still unborn, through the ignorance, indiscretion, thoughtlessness and selfishness of parents. To this end all branches of hygiene have been discussed, including eugenics, and the many terrible physical and mental consequences attendant upon the social evil.

The exhibits, including those from every State, cover more than an acre of floor, and fully twice that area of wall space.

"The exhibition, covering the general field of hygiene, is arranged on a topical basis," says the Sun, "so that the material is shown in an orderly and instructive manner. . . . There are twelve distinct groups in the exhibition. One is devoted to vital statistics and demography, and the others to various phases of hygiene. . . . It is shown that the people of Washington live, on an average, nine years longer than they did before the present sanitary measures were put into effect. The group is subdivided into seven sections, with a special group is infant mortality. In this group a light flashes every ten seconds, indicating the death of a baby somewhere in the world. Diagrams and pamphlets are introduced to show that nearly 90 per cent. of this mortality could be prevented by proper prenatal care of parents, and of the babies themselves.

Another section illustrates growth and nutrition, and the part various foods play in developing or retarding health. Various measures for sanitary control of food supplies are shown. The hygiene of infancy and childhood, with an elaborate series relating to school hygiene, is demonstrated in an impressive manner.

One group illustrates the physiology and hygiene of exercise. Another is devoted to the subject of sanitary housing, with sections on city plans, planning of buildings, dwelling essentials, ventilation and illumination. The sixth group is devoted to industrial and occupational hygiene, and the seventh to communicable disease, the eighth to State and municipal hygiene, the ninth to methods of caring for the sick, and to life saving, the tenth illustrates the hygiene of traffic and transportation, and the eleventh is an exposition of military, naval and tropical hygiene, with some remarkable exhibits from the experiences of the army and navy. The last and largest exhibit . . . is confined to sex hygiene and eugenics. This contains some remarkable photographs from life, and a number of human specimens from the army medical museum in this city."

Neurasthenia and Education.

[Stuffed Club:] Neurasthenia is an exhausted nervous system. The best writers say that it is due to malnutrition. It appears to me that exhausted nerves are the cause of the malnutrition; for unless there is nerve energy, digestion will be imperfect.

Nerve irritation and nerve depression, that have been described before, may be thought of as the early symptoms of neurasthenia.

To recognize neurasthenia as a special type of disease is a mistake, for it is not; it is a symptom of a constitutional derangement, and the derangement may be the expression of many diseases. Any disease that exhausts the nerve energy will be accompanied with symptoms peculiar to neurasthenia—if I may be pardoned for jumbling words; for I might as well say that exhausted nerve energy produces exhausted nerve energy.

Those who develop into real types of neurasthenics are the children of parents who failed to impart to them a stable nervous system; in other words, they are children of parents who lived the pace that exhausted their nerve energies so that they could not impart to their children enough vitality to meet the vicissitudes of life with adequate resistance. Such children use up their small stock of energy by the time they finish school, and then settle down to a life of invalidism; many die in infancy and during their school years. Such children should not be sent to school; they should be kept in the open and allowed to find "tongues in trees, books in the running brooks, sermons in stones, and good in everything." I doubt if civilization has improved on nature's plan of education enough to persist in building the neurasthenic temperament by housing children on the pretext of educating them. We have a lot of questionable educating.

The Staff of Life.

[The Naturopath:] For most people one of the principal articles of food is bread, once called "the staff of life." Ever since the steel rollers superseded the old-fashioned mill-stones, and the bolting process by which the most nutritious elements are extracted, has been introduced in our mills, we have been cursed with the miserable "white flour" humbug. This prevailing white flour craze is responsible for the lack of the most essential food elements of the grains. For the mineral nutritives are contained in the darker layers near the inner hull of the kernel, but these substances give a yellowish tinge to the flour and the bread, and are kept out of the ordinary "white flour" in order to secure its

"perfect whiteness." The improvised "snow white" flour is but a product of speculative commercialism, and enables the greedy miller and dealer to handle the lifeless flour with less risk and expense, and greater profit; but it all goes at the expense of the consumer who gets a less valuable, impoverished food material. The whole some real whole wheat flour, which is a rare article today, contains all elements of nutrition as nature intended them for man, who in his perversion deprives his fellowmen of nature's finest gifts, and substitutes an inferior article, consisting of about 80 per cent. of starch, which is lacking the most important elements of nutrition. Not to speak of other adulterative processes of "scientific milling."

DOS ANGELES WEATHER.

[From The Times, October 9, 1912.]

THE SKY. Cloudy. Wind at 5 p.m., southwest; velocity 7 miles. Thermometer, highest, 73 deg.; lowest, 56 deg. Forecast: Fair Wednesday; moderate temperature; light west wind, changing to south.

THE HEART OF THE SOUTHWEST.


TO FAR-AWAY READERS: One distinct object of the publishers is to make the Illustrated Weekly a publication intensely interesting and positively valuable, not only to California and Pacific Coast people, but to distant readers—to eager and intelligent men and women in New England, New York, Canada, the Middle States, the Central West, Europe and Mexico—all of whom can keep themselves in touch with this great empire of the Southwest, by regularly reading the Illustrated Weekly. Being of a permanent character, complete in itself, it is particularly well suited to the needs of readers at a distance seeking a "nerve" California weekly instead of the mere ephemeral sheets of a daily paper. For the very moderate yearly subscription price, \$2.00, postpaid, the subscriber is supplied within the year with more than 2000 large, handsomely-printed pages filled to the brim with good reading.

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TO INQUIRERS.

[The Times does not undertake to answer inquiries on hygienic subjects that are merely of personal interest, or to give advice in individual cases. Those desiring personal advice should write to the editor of the department for particulars. General inquiries on hygienic subjects of public interest will receive attention in these columns. No inquiries are answered by mail. It should be remembered that matter for the Magazine Section of The Times is in the hands of the printer ten days before the day of publication. Correspondents should send their full names and addresses, which will not be published, or given to others, without the consent of the writers. Addresses of correspondents are not preserved, and consequently cannot be furnished to inquirers.]

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